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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: "Press." Code: A.B.C. 5th Ed. London. P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. GONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 3RD, 1912.

The Presidential campaign in the United States appears likely to result in some amendments to the Constitution if the tone of the American Press be any indication. Time and again it has been pointed out how seriously the election interferes with the general business of the country. In the words of the *New York Times*, it seems as if the American Constitution "ordinarily a pause once in four years." The whole nation suffers from the "quadrennial stagnation" in trade, since business projects are suspended and men are afraid to make commitments until the result is known. Various proposals have been made to overcome this drawback, or to modify the resulting evils, among which is the idea of lengthening the term of the Presidency. Thus if the President's term of office were lengthened to six years instead of the present four, only two Presidential elections would have to be held in the period in which three are now required. With the addition of a clause making past Presidents ineligible for re-election, this proposal has been unofficially brought before the members of Congress by the *New York World*, which paper declares that there is a large majority in its favour. The lengthening of the term of the Presidency is not generally viewed very favourably by Americans, however, apparently in view of the very large powers given to the President and the desirability that these powers should receive popular sanction at intervals sufficiently close to prevent the Presidency becoming a Dictatorship. It is true that it has now become the rule for Presidents to serve two terms in office, but this custom does not preclude

an election at the end of the first term, when the President may be relieved of office if he has not justified the hopes of the nation. The difference between four years and six years, however, hardly seems sufficient to allow of the inception of the evils feared, while a lengthening of the term, even by two years, would be a material gain to the stability of the business world. It is somewhat difficult to see, on the other hand, why a clause providing for the non-eligibility of past Presidents for re-election should be considered necessary. The Constitution gives every native-born American a chance of becoming President, and to exclude citizens otherwise eligible simply because they have held office before seems like an interference with public liberty. It is the second part of the proposal, in fact, which has raised such strong opposition, causing Colonel Roosevelt to make the characteristic remark that it was "a tomfool proposition." It is argued that if the President is excluded from any further term of office he may become indifferent to the people who elected him the first time, and go his own way without due regard to their interests and the pledges he gave during his campaign. This puts the patriotism and honesty of the occupants of the Presidential office on rather a low scale. Another American paper argues that it is the prospect of a second term which keeps Presidents straight during their first term: the promises made in the first election campaign have to be fulfilled if they do not wish to run the chance of losing a second term. Putting aside the fact that this argument involves the conclusion that Presidents during their second term can "run wild," since they have no further chance of election, and that thus the present second term is a source of danger to the State, it may again be objected that here again a somewhat low view of the motives of Presidential candidates is taken. If patriotic feelings and a desire to serve their country are the reasons for leading citizens to become Presidential candidates, then there is no need for a second term of office to be offered them as an inducement to "keep straight." Rather than count upon such influence to sway the actions of the President, it would be better to decrease his powers and place the authority more under popular control. In these circumstances a lengthening of the term of the Presidency would be of little importance, while the exclusion of past Presidents would not be necessary. It is a serious hindrance to good government in times of crisis, and at the same time a slur on the office of President, since it places the position almost on a line with the Mayoralties in England, where the Aldermen occupy the post in rotation, irrespective of their capabilities to fill it.

We are officially notified that the Government of Hongkong has declared Hoi-how to be a port infected by cholera.

A Chinese bricklayer, who had fallen from a building on which he was engaged, was yesterday sent to the hospital in a dying condition.

The body of a Chinese was removed to the hospital yesterday. He had been found hanging in a building in Bridges Street. The circumstances point to suicide.

News has reached Manila of the death at Seattle of Mr. Richard T. Laffan, who from 1904 to 1907 was general manager and vice-president of the Manila Electric Railroad and Lighting Co.

Two seamen from the sailing ship *Gomet* lying at West Point were yesterday placed before Mr. Irving charged with being drunk and disorderly. They were each fined two dollars.

At the Magistracy yesterday two men were charged with fighting in the street. One man, whose head was seriously damaged, was discharged with a caution, the other being fined two dollars.

We understand that an amendment to the local Opium Ordinance is being drafted which will limit the supply of opium for local consumption by a considerable number of cases per month.

The Chinese second steward of the *Tuenang* has been sentenced at Manila to nine months' imprisonment for having smuggled into the Philippines ten large cases of opium, valued at 10,000 pesos.

Mr. Moore, of Messrs. Johnson, Stokes & Master, appeared in court yesterday at the Magistracy in which 21 men were charged with being concerned in an opium divan at 214, Hollywood Road. The case had been remanded, and Mr. Moore asked for bail. Eventually bail was fixed at \$250 for the first defendant, who had to answer other charges, \$100 for the second, and \$2 each for the remainder.

The German mail of the 31st May was delivered in London on the 1st July.

The programme of the third Gymkhana of the season, which takes place at the Happy Valley on Saturday, is published. There are seven events and the entries for each are very satisfactory.

Governor Chang of Chihli, says the *China Critic*, has decided to dispense with the services of all the Japanese instructors at the Peking Law College at the request of the Chinese faculty.

A woman was sent to hospital on Monday suffering from injuries inflicted by a knife. She was found in an unconscious condition in the Central district. Four men have been arrested in connection with the affair.

Two small boys were brought before Mr. Irving at the Magistracy yesterday charged with hawking newspapers. It was stated on behalf of the boys that the licence was two dollars, which was too much to pay out of their small earnings. The case was remanded.

Fourteen men were charged at the instance of Inspector Watt with gambling. Mr. Russ, of Messrs. Goldring, Barlow, & Morrell, appeared for the defence. It was stated that dice and cards were found on the premises, but the men were not seen gambling. They were accordingly discharged.

H.E. SIR HENRY MAY.

ARRANGEMENTS FOR RECEPTION.

The arrangements for the reception of His Excellency Sir Francis Henry May, K.C.M.G., on his arrival in the Colony on Thursday morning are now complete and are as follows:—

His Excellency will arrive in the a.s. *St. Albans* in the morning and will proceed to the wharf at Kowloon.

The Officer Administering the Government will leave Murray Pier at 8.30 a.m. in the Government launch *Victoria* accompanied by the Acting Colonial Secretary, Private Secretary and Aide-de-Camp.

His Excellency, Lady May, Family and Staff will embark at Kowloon in the *Victoria* at 9.45 a.m.

On arrival at Blake Pier at 10 a.m. His Excellency will be received by a Guard of Honour and Band and a salute of 17 guns.

Members of the Executive and Legislative Councils and the Members of the Committee to welcome His Excellency will be presented to His Excellency Sir Henry and Lady May.

A chair procession will then be formed and will proceed via Pedder's Street and Queen's Road to the City Hall, where addresses of welcome will be presented.

At the termination of these proceedings the procession will be continued to the Council Chamber, where at 11 o'clock the Oaths will be administered to His Excellency by His Honour the Chief Justice and a further salute of 17 guns will be fired.

Route from Blake Pier to City Hall and to Council Chamber to be lined with troops.

The procession will then proceed to Government House. Route to be lined with Police.

At 3.30 p.m. His Excellency and Lady May with their family and staff and accompanied by the Colonial Secretary will proceed by special train to the Peak, and thence to Mountain Lodge.

CORRESPONDENCE.

A CONTRADICTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

18, Largo de S. Domingo, Macao, 2nd July, 1912.

DEAR SIR,—In your issue of the 24th June, which has been brought to my notice, is an article under the heading of "Trouble Brewing in Canton." In this article I am mentioned as having uttered certain words in connection with the rumour of the threatening of Shamen. It is also hinted that I am a member of the Fu Ching Tung Mang Wui! Permit me through your columns to deny the two accusations absolutely. The conversation referred to never took place, and it has been conclusively proved that I have nothing whatever to do with the Fu Ching Tung Mang Wui. I am a private gentleman living as such in Macao, and I am sure you will understand the annoyance it has caused me, both here and in Hongkong, which place I frequently visit. The Chinese source from which you obtained your information is utterly unreliable.

I would be much obliged therefore if you would be good enough to find space in your valuable columns for this answer to your article referred to.—I am, yours faithfully,

LOO YEE YOCK.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LONDON DOCK STRIKE.

A DISCUSSION IN PARLIAMENT.

LONDON, July 2nd.

In the House of Commons a motion by Mr. O'Grady (Labourite) has been adopted by 254 votes to 188 affirming that it is desirable that employers should meet the representatives of the men with a view to a settlement of the strike in London.

Mr. Bonar Law moved an amendment approving a declaration made by Mr. Asquith that the constitutional attitude of the Government should be one of strict neutrality.

This was defeated by 260 votes to 215. Mr. Asquith said that while the intervention of the Government was neither justifiable nor expedient he considered such a meeting desirable. He would not vote, however.

THE WEST HAM COUNCIL AND THE ROYAL VISIT.

The West Ham Town Council have unanimously decided that it would be impossible for them to participate in the festivities on the occasion of their Majesty's visit to the Docks owing to the Dock Strike.

THE FRENCH SEAMEN'S STRIKE.

ATTITUDE OF THE MESSAGERIES MARITIMES.

The Director of the Messageries Maritimes has informed the Government that the Company's acceptance of arbitration is conditional upon the men resuming work on the 3rd inst.

DOCKERS TO JOIN THE SEAMEN.

The executive of the Federation of Dockers afterwards met and resolved that it is the duty of the dockers to join the seamen and make the strike effective.

THE KAISER'S MEETING WITH THE TSAR.

LONDON, July 2nd.

The Kaiser has left Berlin for Danzig. His Majesty is to meet the Tsar.

A message from St. Petersburg states that the Premier and the Foreign Minister will accompany the Tsar.

THE TURKISH ARMY.

PENALISING PARTICIPATION IN POLITICS.

LONDON, July 2nd.

A Constantinople telegram states that the Chamber has voted a Bill, hurriedly introduced by the Government, penalising officers and soldiers participating in politics.

AMERICAN DEMOCRATIC CONSENTION.

LONDON, July 2nd.

Baltimore telegrams state that the voting is still inconclusive though the support of Mr. Woodrow Wilson has steadily increased in successive ballots. In the thirty-fifth Wilson had 494 and Clark 423.

Angry scenes followed the declaration of the ballot, the Clarkites abusing Bryan, who was denounced by one of them as "the biggest plutocrat in the convention," and as "a money-grabbing publicity hunter."

THE NEW-SERBIAN PREMIER.

LONDON, July 2nd.

A Belgrade telegram reports that M. Trifkovich has been appointed Premier in succession to M. Milanovich who has just died.

TORNADO IN CANADA.

LONDON, July 2nd.

A destructive tornado has occurred at Regina in Saskatchewan. Many were killed and injured.

The cyclone cut a path through the business centre of the town, destroying 200 houses. Fifty people were killed and 200 injured, chiefly by the collapse of the Telephone Exchange. Thirty-five bodies have been recovered.

OBITUARY.

LONDON, July 2nd.

The death is announced of Mr. Walter McLaren, Liberal M.P. for the Crewe division of Cheshire.

[THROUGH REUTER'S AGENCY.]

IRISH CATTLE TRADE STOPPED.

OUTBREAK OF FOOT AND MOUTH DISEASE.

LONDON, July 2nd.

Foot and mouth disease has appeared in the county of Dublin, and other outbreaks are traceable thereto. The Liverpool, Carlisle, and Wakefield Irish cattle trade has been stopped. The cattle markets in the north have been closed owing to the disease.

The cattle traders in the South of Ireland have passed a resolution expressing astonishment at the drastic closing of ports and demand the re-opening of all except the one from which animals are shipped.

The authorities have prohibited cattle, sheep and pigs from being exhibited at the Royal Show at Doncaster to-morrow.

At question time in the House of Commons Mr. W. Runciman, President of the

Board of Agriculture, said that nothing had been left undone that would prevent such a calamity as a general outbreak of disease.

LAND REFORM.

LONDON, July 2nd.

At the request of Mr. Lloyd George an unofficial committee consisting of present of five Liberal M.P.'s and four other land experts is making a most comprehensive enquiry into the subject of land reform. The members represent widely different views. The object is to reach a general land policy acceptable to the whole Liberal party.

A BYE-ELECTION.

LONDON, July 2nd.

The bye-election at Ilkeston rendered necessary by Colonel Seely having accepted office as Secretary of State for War has resulted as follows:—

Colonel Seely, L. 9,049
Mr. W. M. Freeman, U. 7,839

Majority 1,211

SYNTHETIC RUBBER.

LONDON, July 2nd.

The city editors appear to regard the Synthetic Products Company as a speculative venture.

Rubber shares are better. Para rubber is improved to 4/9.

TURBULENT MOROCCO.

LONDON, July 2nd.

A message from Tunis states that of the rioters arrested on the 9th November last seven have been sentenced to death, five to imprisonment with hard labour, 20 to imprisonment, and 36 acquitted.

THE TOLL OF THE AIR.

LONDON, July 2nd.

Reuter's correspondent at Berlin wires that Herr Benum Koenig, Germany's foremost aviator, was killed by striking an obstacle on landing.

A Boston telegram states that Miss Quimby, an aviator, and a passenger, fell a thousand feet at Dorchester Bay, dropping in five feet of water. Both were killed.

THE OLYMPIC GAMES.

LONDON, July 2nd.

Reuter's correspondent at Stockholm telegraphs that in the individual rifle shooting competition at 300 metres the results were:—

Procop, Hungary 97
Osborne, America 85

Skogen, Norway 95

The claybird shooting contest has been won by the American team with 532 points out of a possible 600; Great Britain's score was 511; Germany's 510.

In the football competition Austria beat Norway by one goal to nil. Holland beat Sweden by four goals to three. In the second round Great Britain beat Hungary by seven goals to nil.

BOXING AT NEW YORK.

LONDON, July 2nd.

A New York telegram states that Mike Gibbons knocked out Sid Burns, the English welterweight, in the fifth round.

THE LATE SIR HENRY ALMA-TADEMA.

LONDON, July 2nd.

Sir Henry Lawrence Alma-Tadema is to be buried at St. Paul's Cathedral.

[THROUGH REUTER'S AGENCY.]

A MIRACULOUS ESCAPE.

LONDON, July 2nd.

The magazine of H.M.S. *Thunderer*, which was being filled at Devonport with 13.5 shell, fell a distance of 30 feet, and made a dent of five feet. It was a miracle that it did not explode. Had it done so it would have destroyed the ship, as the magazine was nearly full. Work was suspended to enable the men to recover from the shock.

AUSTRALIAN PREFERENCE.

LONDON, July 2nd.

A message from Melbourne states that owing to recent large importations from the Continent, the Victorian Cabinet is instructing the Railway Commissioners to give a preference to British manufacturers. The Government is sending an officer to Great Britain to test the goods.

THE "QUINTA."

We understand that the tug *David Gillies* has returned from the *Paracels*, with the information that given favourable weather conditions, there is a prospect of refloating the vessel. She is accordingly returning to the scene with necessary salvage gear.

TYPHOON SIGNALS.

We are informed that if typhoon signals were hoisted in the harbour on Monday night, it was done without the authority of the Director of the Observatory. Several people claim to have seen the signals, but it has been suggested to us that the lights seen probably belonged to the naval dockyard. It seems that two red lights are shown at the Naval Dockyard to mark the entrance to a chamber, and, maybe, a launch passing between, and showing her green light, gave the red-green-red typhoon signal. A rising wind about eight o'clock helped the illusion. Several people, viewing the harbour from the higher levels, mistook these lights for the *Tamar's* typhoon signals, and we would therefore suggest to the naval authorities that at this season of the year, at least, it is advisable that something should be done to avoid this confusion with the recognised typhoon signals.

TO INDIA BY RAILWAY.

TRANS-PERSIAN PLAN PROGRESSING.

Reuter is informed that M. Zvegintzeff, the member of the Russian Duma, and M. Bunge, the eminent Russian engineer, who came to London recently in connection with the Trans-Persian Railway scheme, have left for Paris and St. Petersburg. They expressed themselves as perfectly satisfied with the result of their mission, which was necessitated by a misunderstanding which had arisen concerning the details of the constitution of the Trans-Persian Railway Company and the capitalisation of the shares.

A meeting was held at the Board of Trade, at which representatives of that Department, the Foreign Office, and the India Office conferred with the Russian and British groups, and all parties expressed their satisfaction at the explanations offered.

Previous to the meeting at the Board of Trade the British and Russian groups drew up a formal agreement as to their participation in the company. It is expected that the formal constitution of the Société d'Etudes and the first meeting of the directors will be held in Paris within the next month. Steps will then be taken to obtain a detailed survey of the line for submission to the British, Russian, and Persian Governments.

PROJECT WHICH PARLIAMENT HAS NOT YET DISCUSSED.

The important scheme for the construction of a railway to India, proceeding from Baku, on the Russian system, through Persia to Karachi, was launched by its Russian promoters at the end of 1910, and led to the formation of a preliminary international syndicate in which British interests were represented by Messrs. Baring Bros. It met, however, with considerable opposition on the part of the British public as involving a complete reversal of the traditional strategic policy as regards India, and even the Indian Government raised an objection to the score of the proposed route which was to follow the straight line from Isfahan or Yezd to British India. It was only after the route was changed to a broken line going through Kerman, to Bunder Abbas and thence along the coast of the Persian Gulf under the guns of the British Navy that the Indian Government seems to have waived its objection.

Another thorny question was the constitution of the company and the respective share in the control and management of the line. According to the telegram this question, too, has now been settled. It is to be noted, however, that the scheme was never submitted to or discussed by Parliament, and though involving the highest problems of Imperial defence, seems to have been approved by the Government on its own responsibility. The cost of the construction of the line is estimated by its promoters at £220,000,000, and the line when completed will enable the journey to Calcutta to be made from London in about a week at half of the present cost.

SANITARY BOARD.

THE REMOVAL OF CEILINGS.

A meeting of the Sanitary Board was held yesterday. Mr. E. D. C. Wolfe (President) occupied the chair, and there were also present: Hon. Mr. W. Chatham, C.M.G. (Vice-President), Col. Irwin, Dr. Fitzwilliams, Hon. Mr. E. Hallifax (Registrar-General), Messrs. W. L. Carter, F. B. L. Bowley, Ng Hon Tsz, Chan Kai Ming, Dr. Clark (Principal Medical Officer), Dr. Pearce (Medical Officer of Health), and Mr. Bowen-Rowlands (Secretary).

RATS IN DRAINS.

Mr. W. L. CARTER, pursuant to notice, moved: "That a Select Committee of this Board be appointed to consider and report to the Board on what measures can be taken to prevent the breeding of rats in the storm water drains and sewers of the City." He said that he would like to point out that in the six years which followed the original outbreak of 1894 the Colony had a comparative immunity from plague. In 1891 there was a severe epidemic, when the cases numbered 1,000, which was likely to be equalled this year, and something of a panic occurred in that year. Apparently a strongly worded petition widely signed was sent to the Secretary of State, upon which Mr. Chamberlain promptly acted. Professor Simpson was sent out to investigate into the causes of plague and Mr. Chadwick was sent out as a sanitary expert to enquire into the general sanitation of the place. In these days the Indian Plague Commission had not reported, and it was not known that plague was transmitted from rats to men, but Professor Simpson very soon noticed that wherever infected rats were found plague occurred within two or three weeks, and he also had his attention drawn to the subject of drainage. Mr. Chadwick from his investigation agreed with Professor Simpson. The chair which had been prepared by the Medical Officer of Health bore out Professor Simpson's contention. There were two kinds of rats, the house rat and the drain rat. They were equal approximately in numbers, but the proportion of infected drain rats was very much larger than the proportion of infected house rats. The figures for 1911 showed that the total number of rats killed was 87,238, of which 298 were infected. Of these 54 per cent. were house rats and 46 per cent. drain rats. For 1912 up to June the number caught was 49,050, of which 415 was infected, 25 per cent. being house rats and 75 per cent. drain rats. The proportion of infected rats was very small, but he would ask them to imagine what would happen if instead of 0.86 the proportion was 8.06. We would then have 10,000 cases of plague. Of course the drain rat was not entirely confined to the drains. It was an unsociable beast, and, apart from the drains, occupied unused godowns and such places. The fact that 75 per cent. of the infected rats belong to this species should make them rivet their attention on the drains. Professor Simpson and Mr. Chadwick were of the opinion that the sewage system was a good one, but the storm water drains are dry for the most part of the year and they are not pointed and are very filthy. In 1908 the *Daily Press* in a leading article pointed out that if the rains occurred early in March or April there was comparative immunity from plague, but if the rains were delayed then plague occurred. The experience since 1908 seems to bear out this contention. Mr. Chadwick in his report in 1902 had some very strong remarks upon the absence of plans, pointing out that because of this no proper scheme for the re-arrangement of the drains could be drawn up. Since then ten years had elapsed, and it was more than probable that the Public Works Department had proper plans. Proceeding, he quoted from Mr. Chadwick's report to the effect that he was strongly of opinion that the drains should be opened up, and he made some recommendations on the subject. In 1903 the Public Health and Buildings Ordinance came into force, and section 217 provided that in future no storm water drain was to be covered except with the written consent of the Director of Public Works. Continuing, he pointed out that the drains being dry was the cause of the trouble, and he said that he could see no great engineering difficulty in the way of opening them up. It did not appear to be expensive. If it were spread over a number of years they might complete the rearrangement of the drains for \$20,000 or \$30,000. It seemed a sad reflection that if they had started the work ten years ago it would have been completed now.

Mr. BOWLEY, in seconding, remarked that they would all agree that Mr. Carter had made out a case for inquiry. So long as they were committed to the present system of drainage the stormwater drains during the dry season must form a happy hunting ground for rats. It seemed to him that they ought to formulate a policy of attacking the evil at the roots as well as lopping off the branches.

The motion was carried unanimously. The select committee was composed of Mr. Carter, Colonel Irwin, the Medical Officer of Health, and Mr. Chan Kai Ming. Mr. CARTER asked if the committee could co-opt a civil engineer. The President replied that he did not think so, but he thought they might ask the Government to place the services of a drainage engineer at the disposal of the committee.

RATS AND PLAGUE INCIDENCE.

Mr. F. B. L. BOWLEY asked the following questions standing in his name:—
(i.) Has any case of plague occurred this year at Nos. 88 or 90, Wellington Street?
(ii.) Have any rats (a) infected or (b) non-infected been found this year on the premises mentioned in the first question?

The MEDICAL OFFICER replied:—The answer to the first question is that no case of plague has been reported to me at this address. The answer to the second question is—I cannot say, but 246 rats, two of which were plague infected, have been removed from the nearest rat bin at No. 257, which is less than 100 yards from the premises. In explanation of the second question I might add that few if any rats are ever obtained from private premises, especially Chinese private premises. When the system of rat bins was introduced, 600 were distributed throughout the city and Kowloon in which inhabitants in the neighbourhood were invited to dispose of the rats found on their premises. This particular bin situated within 100 yards of this house had three times the average number of rats placed within it. I think that is sufficient evidence to show that there were rats either in the house or in the immediate neighbourhood.

Mr. BOWLEY—As the Medical Officer of Health has made a long statement I would like to put a supplementary question.

The PRESIDENT—I cannot guarantee that it will be answered at once.

Mr. BOWLEY—The question is whether any rats were found on these premises during the cleansing operations which took place there?

The MEDICAL OFFICER OF HEALTH I cannot say. It is not a very material point. Live rats do not wait when you are pulling down ceilings. They bolt by the nearest outlet. I cannot say whether dead rats were found or not.

THE REMOVAL OF CEILINGS.

A letter from Mr. Bowley was read in which he gave notice of his intention to withdraw the second of the resolutions of which he had given notice.

Correspondence relative to the removal of ceilings was submitted as follows:—

Mr. CHAN KAI MING intimated—At the meeting referred to by the Medical Officer of Health in his minute dated 15th June, if my memory serves me rightly, the Kai Fong were invited to co-operate in the general cleansing work to be done in the infected area. In this they readily offered their services, but when they were told that their ceilings must come down they made a great noise and said that it was too big an order. They pointed out that as they were only tenants they should like to report to the owners, and if there was really no way out of it they preferred to be allowed to take down the ceilings themselves, and they particularly insisted upon the houses owned by Europeans being dealt with at first. They begged hard to be permitted to cleanse their houses without disturbing the ceilings. The question of exemption was never raised at this informal meeting. My impression is that the object of the meeting was to inform the Kai Fong what they had to do and not that they were to be consulted as to whether they would consent to their ceilings being taken down, as I distinctly remember the Medical Officer of Health said that it was imperative that the ceilings must come down in any case. I said I had no objection to these bye-laws being enforced as regards plague-infected houses, but as regards the wholesale destruction of ceilings throughout the Colony, I said that if it was imperative that this must be done, the Board should make a start with houses owned by Europeans so as to set an example to the Chinese and the latter soon would follow.

Mr. NG HON Tsz intimated—I was present at the meeting and can endorse the statement made by Mr. Chan Kai Ming.

Dr. FITZWILLIAMS—I think all or nearly all this trouble would have been saved if the instructions of the Head of the Sanitary Department dated 12th June, 1912, had been conveyed with more consideration for the householders.

Mr. CARTER—I think that the Secretary's letter of 12th June, should have contained some reference to the understanding mentioned in the first half of minute by the Medical Officer of Health dated 15th June.

The following minute by the Building Authority was read:—

The Building Authority is prepared to permit the erection of ceilings in the top floors of buildings in which the roof purlins are supported on trusses, provided that such ceilings are supported by substantial timber bearers and consist of tongued and grooved boarding, and have no openings other than a hinged and closely fitting trap door of sufficient size to admit of access to the space between the ceiling and the roof. No new ceilings will, however, be permitted in tenement houses nor in eating houses, restaurants, hotels or clubs in which food is prepared or served. All such ceilings must be maintained in a thoroughly sound and clean condition, and permits for the same will be withdrawn in the event of the premises being subsequently used for any of the purposes specified in the foregoing paragraph.

The PRESIDENT—Before proceeding with these papers I think it will facilitate the discussion to which they may give rise if I inform the Board that after careful consideration I propose that in future should any persons apply for any exemption from any order made by the Medical Officer of Health under the Bye-laws for the prevention and mitigation of epidemic, endemic, and contagious or infectious disease in an infected area such application shall be referred to the Board for consideration and an expression of opinion. Further, should any circumstances arise which make reference to the Board desirable, even where no application is made, I propose to make such reference. The Medical Officer of Health concurs. My reason for making this proposal is that, however carefully the executive officers of the Sanitary Department may consider any question of the kind, certain members of the Board and of the public may hold the opinion that the orders of the Board are being carried out too stringently or possibly without due consideration of the merits of any particular case, and it will therefore very much strengthen the hands of the executive officers if their action is backed by the opinion of the Board in each case of the kind. It will not be possible to make this proposal apply to infected premises, as the Medical Officer of Health must act promptly to prevent the spread of disease where a case is reported from any particular house. In such cases, however, any correspondence on the subject of action taken will be referred to the Board for information. In infected areas, however, where promptness is also essential, the urgency may not be quite so great as a large number of premises would have to be dealt with, involving a certain amount of time in carrying out any work which has to be done. A special meeting of the Board could therefore be called to consider at the earliest opportunity any cases arising in an infected area. There are certain houses in the Central plague infected area which for some special reason have not yet been dealt with. I propose when the discussion of these papers is concluded and with the permission of the Board to request the Board to consider what steps should be taken to carry out the removal of ceilings, stair-linings, hollow walls, etc., in these special buildings with a view to preventing the spread of plague in or from them. They are the only houses in the Central plague infected area which still retain their ceilings. In dealing with them I would draw attention to the paper on the Agenda which deals with the question of permitting top floor ceilings in certain types of buildings.

MR. BOWLEY'S CRITICISMS.

The next business was consideration of the following motions, notice of which had been given by Mr. Bowley:—

(i.) That in the opinion of this Board the withholding from the full Board of the letter of the 31st May, 1912, addressed to the Secretary of the Board by a house owner, requesting reconsideration by the full Board of the application for exemption from removal of the top floor ceilings of Nos. 88 and 90, Wellington Street, was irregular and improper.

(ii.) That this Board considers that the destruction of removal of any lawful ceiling or partition, which can be readily and effectively cleaned and disinfected on both sides without destruction or removal, is an unjustifiable interference with private property and throws unnecessary expenses on the Revenue of the Colony.

Mr. BOWLEY said that after the statement which the President had just made to the Board he thought it was unnecessary for him to proceed with the first resolution, as he understood that in future if any similar correspondence took place the papers would be laid before the Board at the earliest opportunity. That brought him to the second of the resolutions for dealing with the destruction or removal of ceilings which could be effectively cleaned. After a reference to the Medical Officer of Health having accused him by implication of inconsistency in dealing with that matter, he said that under the bye-laws as they stood before they were amended, when a district was declared infected the officers of the Board were required to remove the ceilings. The principle which underlay the whole

of this destruction of ceilings was that they afforded a shelter to rats, but that principle never applied to the ceilings of top floors where the ceiling is not a pitched roof and is accessible either by a trap door or other means. If such a ceiling is properly constructed it is as readily cleansable as any floor in any house. If these top floor ceilings were to be destroyed then the houses in the Colony will be mere cylindrical boxes with two or three floors. The top floor ceiling was practically necessary in houses constructed as the majority of houses in the Colony were with pitch tile roof. Such houses without a ceiling would become unbearably hot in summer owing to the effect of the rain and the sun on the roof. To interpose an area of space between the surface and the living room was the scientific way of keeping an apartment cool. The bye-laws gave great powers to the Medical Officer of Health with regard to dealing with private property. These powers were delegated by the Board, and the Board made the bye-laws. If it happened that an executive officer in an excess of zeal should act rather harshly it was for the Board to consider whether the powers delegated should be amended in any way. It seemed to him that it was within the province of the Board to lay down the principles upon which the executive officers should act in carrying out their powers and he submitted that the principle contained in the resolution was a reasonable one. He referred to the minute by the Building Authority, and said that if it were proposed that the ceilings were to be constructed so that they could be cleaned on both sides the Building Authority would have no objection to the modification he proposed. He thought the Building Authority went too far when he said that such ceilings should have no openings other than a hinged and closely fitting trap door. There were many other means of access to top floor ceilings which might be more satisfactory, and he saw no reason for laying down any hard and fast rule. He understood it was intended to abolish the ventilation boards with which they were so familiar in the Colony. It was a well-known fact that the space between the roof and ceiling must be properly ventilated. He could not see why eating-houses, restaurants or clubs should not have a ceiling to the top floor. They were easily cleaned and to forbid them seemed an unnecessary interference with the liberty of the subject and the right of the property owner. His argument would apply equally to any partition which was accessible to cleaning on both sides, and he asked the Board to accept as a general principle that structures which could be cleaned on both sides should not be destroyed.

Mr. CHAN KAI MING, in seconding, said he always held it was a most retrograde step to insist on the wholesale destruction of ceilings; each case should be decided on its merits, and ceilings which could be cleaned should be allowed to remain.

Mr. CARTER said the President's statement amounted to a vote of confidence in the Board. As they were likely to receive a good many applications for exemptions he thought it well that the Board should have a settled policy. He was glad that Mr. Bowley had raised the point, but he did not agree with him, and he proposed the following amendment: "That this Board considers that the removal of all ceilings, stair linings and hollow walls should be the settled policy of the Sanitary Department and that this work should be proceeded with as smoothly and rapidly as circumstances will permit; and that the Select Committee on the Removal of Ceilings be instructed to amend Bye-law No. 1 of the Removal of Ceilings and Stair Linings Byelaws in conformity with the new Bye-law No. 3 for the Prevention and Mitigation of Epidemic, Endemic, Contagious and Infectious disease Bye-laws." They should remember that the Colony was spending large sums in fighting plague, and that the Colony was losing large sums of money on account of the quarantine restrictions imposed against the port. Steamers going to Shanghai were told to miss Hongkong if they could possibly manage it, and this habit was one which would grow. It was no use to hush the plague up. The newspapers were going to get out of their way to advertise it, but this year the *Times* first intimation came from the Colonial Office and not from their local correspondent. They were told they would have the plague always with them, but he did not see why that should be so. They had a splendid record behind them with regard to malaria. In conclusion he said there was no need to rush the work, which he imagined would not cost more than \$50,000.

The MEDICAL OFFICER OF HEALTH seconded Mr. Bowley's remarks. He said during his seventeen years service he had always endeavoured to exercise delegated powers judiciously, and in this case he visited the house with the President, who agreed that the ceiling should be demolished. He asserted that the houses in point did not come under the general principles which Mr. Bowley advocated. In regard to those ceilings they were aiming not only at the exclusion of rats from dwellings, but at the exclusion of infected rat fleas, which when they left a dead rat in a ceiling, fell through the ventilation holes and these on to the floor below. He was convinced this was the cause of a certain number of plague cases. He dealt with Mr. Bowley's arguments, pointing out that Mr. Bowley did not realise that those ceilings were only to be permitted in houses so constructed that the cross walls could not be carried up to the roof. The ordinary Chinese house did not need a ceiling. Proceeding, he quoted the experience of Mr. Osborne at the Kowloon wharves, who having taken steps to exclude rats from the coolie quarters had stamped out plague there although cases had occurred in Kowloon. He also referred to Mr. Henry Humphreys holding similar views that it was the rat which carried the plague.

The PRESIDENT having described his experience of Chinese houses in Canton, Mr. BOWLEY replied to points raised in the debate.

On the vote being taken the amendment was carried by six votes to three.

SINGAPORE SENSATION.

TWO EUROPEANS AND JAPANESE WOMAN ARRESTED.

A sensation such as has not been felt in Singapore for some time was created yesterday, says the *Straits Times* on the 25th ult., by the arrest in rather dramatic circumstances, of G. Sabatier, proprietor of the Royal Hairdressing Saloon, Raffles Square, and an assistant named J. Muller. The aspect that took the public eye was the descent of a posse of police on the shop in Raffles Square, but the really important movement was enacted elsewhere.

Actuated by suspicions which had been entertained for some time, the authorities issued a warrant to search the house and business premises of Mr. Sabatier. Armed with this A.S.T. Superintendent Hamilton and Shedy, Chief Detective Inspector Nolan, Detective Inspector Taylor and Detective Sergeant Tyrell raided the house at 77 Prinsep Street, where reside M. Sabatier and his European assistants. The only occupants of the house at the time were M. Sabatier's Japanese wife and another woman. The officers searched the house and found what they had come for, an outfit for the manufacture of false currency notes. This was impounded, along with a quantity of notes, and as a precautionary measure, the police also seized a number of weapons with which the house was furnished. These latter included firearms and Japanese daggers. Two daggers and a revolver were found under the bed mattresses.

Mr. Shedy and Mr. Nolan remained in the house to look after the confiscated property. The other officers, with a posse of native police, went to the hairdressing saloon in Raffles Square, being joined on the way by Inspector Mann. The advent of this business-looking party in the centre of the town created no little furor, which came to a climax when a cordon was formed round the hairdressing saloon. The two detectives entered first, and while Mr. Tyrell accosted the proprietor, Mr. Taylor attracted the attention of Muller, who at the moment was preparing to exercise his art on the lathered chin of a client. The operation was completed by a Japanese assistant, as M. Muller was requested to accompany the police. The two prisoners were taken to the house in Prinsep Street, while the shop, now the cynosure of the attention of a large crowd, was left under the protection of Inspector Mann and a couple of native policemen. At the house the various impounded articles were put together and sent to the Central Police Station, where later in the day the prisoners were also conveyed. The Japanese woman was also arrested and the three spent the night in the lock-up.

The charges which have been provisionally preferred against the two male accused are as follows:—1, Forgery \$1, \$5 and \$10 currency notes at 77 Prinsep Street; 2, being in possession of certain instruments and papers for the forging of currency notes; and 3, being in possession of certain papers on which impressions of \$1, \$5 and \$10 notes are printed. The woman, whose name is given as Chio Sabatier, is charged with being in possession of forged notes knowing same to be forged.

Mr. Nolan brought the prisoners into the second police court and asked Mr. David to remand them in custody for a week. The prisoners made no remark or objection and the magistrate agreed to the application. No bail was allowed.

PRESIDENT YUAN AND HIS DETRACTORS.

It is reported that President Yuan Shih-kai recently telegraphed to Li Yuan Hung and all the Tatus as follows:—
"I, Yuan Shih-kai, from my earliest youth, have always admired the excellent examples of Tang and Yu, who upheld the Empire without personal gain. When I reached middle age I became deeply convinced that the Constitutions of France and America accorded with the ideas of our sages. Last year Wuchang raised the standard of revolt. Other provinces followed, and hence after two thousand years of despotism, republicanism was established. Having seen a long-cherished desire fulfilled I intended to retire and become a peaceful citizen, but the people forced upon me a responsibility which I was obliged to take. I therefore swore allegiance to the Republic and it has since been my duty to see that no king or emperor reigned. Lately there have been rumours of my unfaithfulness; rumours that I wanted to become another Napoleon. This I declare to be due to misunderstanding or to an attempt to serve private ends. Since the establishment of the Republic the Powers have not recognized the Government and order has not been wholly restored. Therefore this is a most critical time in the history of China, and my position, which is extremely difficult, calls for the sympathy of the people. Heaven knows my heart. This is no time for doubts and prejudices. This matter affects the general welfare of the country, and I hope the people will give it careful consideration."

KULING'S CHINESE GUARD TO BE CHANGED.

ARMED COOLIES TO REPLACE TRUSTED SOLDIERS.

Recently the Kiu-kiang authorities for some reason unknown have placed Chinese affairs in connection with Kuling under the control of one of the leading gentry of the hillfoot, by name Wang, a man none too highly reputed among foreigners.

One of the first administrative acts of Wang was to notify the Chinese guard of some 20 soldiers, many of whom have done duty on the Estate for over ten years, that they were dismissed. It was learned that he had chosen some coolies formerly employed on the Kiu-kiang railway as the defenders of the resort.

The members of the old guard were indignant. They have declared that they will not give up their places without a struggle.

The Kuling authorities have taken the matter in hand and have sent a protest to the British Consul at Kiu-kiang, Mr. H. F. King.

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NEW ADVERTISEMENTS

NOTICE.

AN ADDRESS OF WELCOME will be presented to Sir HENRY MAY, K.C.M.G., at the CITY HALL on the day of his arrival by the U.S. Mail of the Executive and Legislative Councils. All Justices of the Peace, Members of the Chamber of Commerce and of the British, Chinese and Foreign Communities are invited to be present to join in the Welcome. The time of the presentation will appear in the Programme notified in the Newspapers. Hongkong, 3rd July, 1912. [377]

NOTICE.

THE LADIES of the Colony are earnestly invited to add by their presence to the WELCOME to Sir HENRY MAY, K.C.M.G., and to LADY MAY at the CITY HALL, on THURSDAY, the 4th July. Seats will be provided. The time of presentation of the Addresses will be gathered from the papers. Hongkong, 3rd July, 1912. [378]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship

"JAPAN," Captain L. Y. Aroheason, will be despatched for the above Ports on SATURDAY, the 6th inst., at 1 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd. Agents. Hongkong, 3rd July, 1912. [363]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

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(Taking Cargo at through rates to PORT SAID, MESSINA, NAPLES, GENOA and LEONOR, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, BARCELONA, VALENIA, ALICANTE, ALMERIA and MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.)

THE Steamship

"POLCEVERA," Captain Amegara, will be despatched as above on SATURDAY, the 13th inst., at NOON. For further particulars regarding freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 3rd July, 1912. [4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. on the 3rd inst. will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 2nd July, 1912. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"PERA," Arrived Hongkong on 2nd July, 1912. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon where each Consignment will be sorted out, Marked by Mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo:—

From London, etc., ex s.s. "Malta." Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 a.m. on MONDAY and THURSDAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 2nd July, 1912. [1]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

INTIMATIONS

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters and Dealers in Chinese Produce will be held in the Old Chamber of Commerce Room, CITY HALL, TO-DAY (WEDNESDAY), the 3rd July, 1912, at 3.30 p.m. precisely, for the purpose of—

(1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.

(2) If the suggestion be adopted, to elect a provisional Committee to frame for the approval of a General Meeting to be called hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order, E. A. M. WILLIAMS, Secretary. Hongkong, 15th June, 1912. [824]

THE "STAR" FREIGHT COMPANY, LTD.

A call of \$5.00 and \$5.00 Premium (\$8 in all) per Share (PAYABLE on the 1st August, 1912) has been made upon the holders of partly paid-up Shares of the Company. Formal Notices with Bankers' receipts attached will be sent to Shareholders in due course.

The REGISTER of TRANSFERS will be CLOSED from 27th July to 2nd August, 1912, both dates inclusive. The call will be Payable by the Persons Registered as Shareholders on the 1st August, 1912.

EDWARD OSBORNE, Secretary. Hongkong, 1st July, 1912. [865]

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED that on and after this Date the Business hitherto carried on by the CHINESE ENGINEERING AND MINING CO., LTD., will be continued under the Management of the KAILAN MINING ADMINISTRATION. The CHINESE ENGINEERING AND MINING CO., LTD.

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED that on and after this Date the Business hitherto carried on by the LANCHOW MINING CO., LTD., will be continued under the Management of the KAILAN MINING ADMINISTRATION. The LANCHOW MINING CO., LTD.

PUBLIC NOTICE.

IT IS HEREBY NOTIFIED for General Information that the KAILAN MINING ADMINISTRATION has this Day Assumed Control of the Businesses hitherto separately carried on by the CHINESE ENGINEERING AND MINING CO., LTD., and the LANCHOW MINING CO., LTD., and will on and after this Date continue the said Businesses under the General Management of the Undersigned.

FOR THE KAILAN MINING ADMINISTRATION, W. S. NATHAN, Chief Manager.

Accredited Agents at Hongkong and Canton. DODWELL & Co., Ltd. Hongkong, 1st July, 1912. [864]

GAS COOKING AND HEATING.

THE GAS COMPANY has now on view at its Showrooms, West Point, a number of the most up-to-date Cookers, and invites inspection of them by those to whom the Cheapest, Cleanliness and Utility of Gas Cookers appeal.

The Company also draws attention to the advantages of having a Geyser for Heating Water in the Bath-Room.

COOKERS will be fixed for \$5. with a monthly hire of 30 cents.

GEYSERS will be fixed for \$10. with a monthly hire of 30 cents.

All materials remaining Company's property. Gas Office, Hongkong, 1st July, 1912. [866]

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

TENDERS are invited for the Purchase of the following Buildings at Kowloon Point:—

TWO BRICK GODOWNS with CORRUGATED IRON ROOFS.

TWO BRICK GODOWNS with TILED ROOFS.

ONE DWELLING HOUSE (Sharp's Building).

Purchaser will be required to pull down the buildings to the ground level and any debris which purchaser does not wish to remove may be left on the site. Foundations may be removed, but holes must be filled in by purchaser.

For further particulars, apply to EDWARD OSBORNE, Secretary. Hongkong, 1st July, 1912. [872]

\$25 REWARD.

TO the Finder of one MIXED COLLIER PUP (Bitch) Missing from No. 6, Bowen Road on the morning of 20th June. Color—Light Brown, with White Collar. Size about 2 1/2 ft. long, 1 1/2 ft. in height. Face looks like a Fox.

OFFICE, TOYO KISEN KAISHA, Hongkong, 22nd June, 1912. [862]

INTIMATIONS

LANE, CRAWFORD & Co.

SOLE AGENTS.



WHITE HORSE WHISKY



GREAT AGE and BOUQUET.

Heart Tonic, Digestive, Non-Gouty.

Sold by all Wine Merchants, Grocers, and Hotels.

LAGAVULIN DISTILLERY, ISLAND OF ISLAY, N.B.

Established 1742.

LANE, CRAWFORD & Co.

Established 1850.

GROCERY, PROVISIONS, WINES and SPIRITS

OF THE FINEST QUALITY AT MODERATE PRICES.

PRICE LISTS AND PASS BOOKS

ON APPLICATION.

WE SUPPLY THE CHOICEST

YORK HAMS and WILTSHIRE BACON.

FOR SALE

ANTIMONY FOR SALE.

OVER 300,000 pounds of ANTIMONY for Reasonable Prices. Sale at Bau Chau, Kwong Sai Province. Apply to—

KIN YUEN HONG, No. 61, Connaught Road West. Hongkong, 1st July, 1912. [873]

FOR SALE.

FINE Strong, well bred POINTER PUPPIES. For Particulars, apply—

T. P. STUBBS, Kowloon. Hongkong, 27th June, 1912. [852]

FISH.

Finnan Haddock.

Selected Kippers.

Blosters.

Fillits.

Received direct from Home.

THE DAIRY FARM CO., LTD.

[30]

GRACA & Co.

PRINCE ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS,

CIGARS, BOOKS, TOYS, &c. Just Received a Fine Selection of

BABY DOLLS WITH CHINESE DRESSES. 868

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c. You will find our range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zeland Street, Hongkong. Hongkong, 13th May, 1912. [50]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost. Apply—

MANAGER, "Hongkong Daily Press" Office. Hongkong, 13th March, 1912.

BANKS

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines Islands and the Republic of Panama. HEAD OFFICE: 60 Wall Street, New York. LONDON OFFICE: 36, Bishopsgate, E.C. BRANCHES:—

Bombay Calcutta Canton Cebu Colon Hongkong Hankow Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

CAPITAL AND RESERVE ... \$5,800,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers. GEORGE HOGG, Manager. 9, Queen's Road, Hongkong, 23rd March, 1912. [844]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000

Capital Stock (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,625,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Swatow, Canton, Kobe, Yokohama, Shanghai, Hankow, Peking, Tientsin, Harbin, Manchuria, etc.

HONGKONG OFFICE: 3, DES VUEX ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager. Hongkong, 1st May, 1912. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION. DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABBE, Chief Manager. Hongkong, 1st July, 1911. [20]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSCH-INDISCHE HANDELSBANK.)

ESTABLISHED 1863.

Authorized Capital: Fl. 15,000,000 (£1,250,000)

Paid up Capital: Fl. 12,401,050 (£1,033,421)

Reserve Fund: Fl. 3,253,157.01 (£271,015)

HEAD OFFICE: AMSTERDAM. HEAD AGENT: BATAVIA.

LONDON BANKERS: THE WILLIAMS & WATSON BANK, SWITZ BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 months 3 1/2 per annum.

3 months 3 per annum.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Vieux Road Central, Hongkong, 17th May, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL: Yen 48,000,000

PAID-UP CAPITAL: Yen 30,000,000

RESERVE FUND: Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at

Amoy, Hongkong, Canton, Shanghai, Hankow, Peking, Tientsin, Harbin, Manchuria, etc.

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$16,750,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.

E. SHENGLIN, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

Andrew Forbes, Esq., G. H. McDermott, Esq., G. F. Frieland, Esq., W. L. Pattenden, Esq., C. S. Gabley, Esq., Hon. Mr. C. H. Ross, G. R. Laurens, Esq., H. A. Siebs, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABBE.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABBE, Chief Manager. Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,650,000

RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000

SUBSCRIBED ... £1,250,000

PAID UP ... £625,000

RESERVE FUND ... £365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Calcutta, Singapore, Penang, Kato Bahru, Kelantan, Kuala Lumpur, F.M.S., Hongkong, Shanghai, Kandy.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted. Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. G. MACDONALD, Manager. Hongkong, 29th March, 1912. [338]

ENTERTAINMENT

VICTORIA THEATRE.

Two Performances: 7.15 P.M.—PICTURES ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

THE MAGNIFICENT PICTURES, MODERN DRAMAS,

"THE RED INN," and "FOR A CROWN."

Which are strong both in Plot and Treatment.

LAST WEEK OF GRAHAM AND DENT.

COMING: The Sensational Film, "THE AUTOMOBILE BANDITS OF PARIS."

MATINEES—SATURDAYS AT 4.30 P.M. SUNDAYS AT 6 P.M. Hongkong, 2nd July, 1912. [58]

TO LET

TO LET.



NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & Co.,
and from ALL WINE MERCHANTS.



MITSUI BISHI GOSHI KWAISHA.
(MITSUI BISHI CO.)
COAL DEPARTMENT

SOLE PROPRIETORS OF YAKASIMA,
OGHI, MUTABE, YOSHINOTANI,
HOJO, KANADA, NAMAZUTA, SAYO,
SHINNEW and KAMIYAMADA
Collieries.

AGENTS FOR
KISHIDAKE and SAKITO Coals.
HEAD OFFICE—MARUNOUCHI,
TOKYO.

BRANCH OFFICES—NAGASAKI,
MOJI, KARATSU, WAKAMATSU,
KOBE, OSAKA, OTARU, SHANGHAI,
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI."
Codes: AI, ABC 5th Ed., Western Union.

AGENTS:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BORNES & Co., Ltd.
For Particulars, apply to—
Y. SHIBUYA,
Manager,

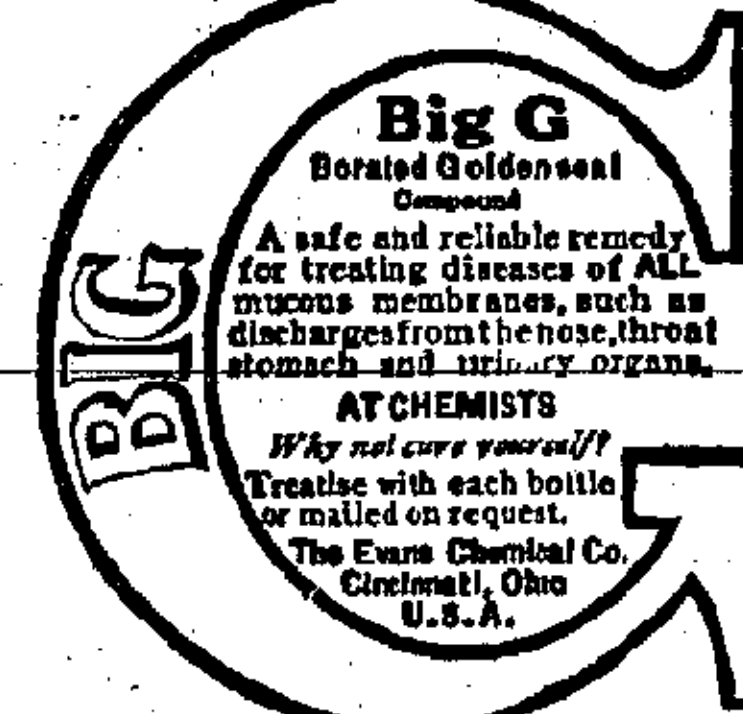
No. 2, Pedder Street, Hongkong.
Hongkong, 30th May, 1912.

STOMALIX

Salt de Carles. Cures Dyspepsia and all per-
sons of the Stomach and Intestines,
painful and otherwise.
Distributing Agents:
FRANCIS HENRY & SONS, Ltd., London, E.C.

**KEATING'S
WORM TABLETS**

A purely
Vegetable
Sweetener
Keating's Worm Tablets furnish a most
agreeable method of administering the
only certain remedy for Intestinal or
Thread Worms. Perfectly safe, mild,
and especially adapted for children.
To be obtained of all Druggists.
Presented by THOMAS KEATING,
London, Eng.



APIOLINE
(CHAPOTEAUT)



LADIES' SAFE REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.
Prescribed by the highest French
Medical authorities and exported to
Taux-y, steel Drops and Penny royal.
CHAPOTEAUT, 9, rue Vivienne, Paris.
Sold by all Chemists.

THE MERCHANT SEAMAN OF
TO-DAY.
MANNING AND HANDLING OF
BOATS.

(BY A PRACTICAL SEAMAN.)
It is a fact of terrible import that all
things appertaining to boating in the
Mercantile Marine are often grossly
bungled. In many a case where a boat
is hurriedly required, delay or disaster
occurs through the ignorance of untrained
men handling patents of which they
have no or but scanty knowledge.

DETERIORATION IN SEAMANSHIP.
Has the public yet fully realized that,
even if the boat is lowered and freed in
safety, there may not be men to handle
her oars proficiently? The British sea-
man, properly trained, is still the finest
in the world. This is no insular, race-
proud statement, but one which the
writer makes from experience of nearly
a quarter of a century with crews of all
nations. But, in the first place, what
proportion of British ships carry purely
British crews? Alas! few. And what
training does this fine material receive?
In boat work little, if any; and on board
ship, the sailor is rapidly becoming a
mechanic or a mere cleaner of brass
and paint work. With the death of sail
and the rapid advent of steam-propelled
vessels the old training school which
made him the handy man and the pride
of the nation is gone. What is the use
of boat drill as now carried out in liners
(how often, we wonder, in mere cargo
vessels?) if, when calamity overtakes the
ship, these untrained men cannot release
the boat from her fastenings and pull a
good oar through tempestuous seas? The
same deterioration in seamanship is
going on amongst the lascars crews,
where, for precisely similar reasons, the
want of elementary training is being ex-
perienced. A well-trained lascar is a
treat to handle, and they make most skil-
ful and intrepid boatmen; so these re-
marks on training, therefore, apply
equally to them.

From a wealth of experience let the
writer quote one or two concrete cases to
prove there is no exaggeration:—

Case 1.—A steamer of the turret class
at anchor in a swift-running tidal
river. The cry goes up, "Man over-
board." The pilot rushes to the bridge
to find a direful mess being made with
the special davits necessitated by reason
of the vessel's peculiar structure. Down
goes one end of the boat only; the crew
shriek in terror as they cling to the slat-
ing seats. Luckily the pilot understands
the gear and loss of life is prevented.
Lucky, indeed; the previous day he had
been shown the working of it by the only
officer on board who understood it!

Case 2.—A steamer with many passen-
gers aboard crashes on a submerged
rock. The boats are lowered into a calm
sea, but a racing tide of seven or eight
knots runs from stern to bow. On one
side the writer, himself a passenger, and
a gentleman, now a well-known bank
manager, between them lower a boat
filled with other passengers. Safely the
boat is water-borne, but one fall only can
be released by the seaman in the boat.
Still fast to the other fall, the boat now
plunges out across the furious current,
and now is hurled back against the ship's
side. "Cut the fall," we roar. With a
razor snatched from the ship's barber this
is done; the rope runs through the blocks
to fasten at the davit head. One of us
crawls out to clear it, and the boat nar-
rowly escapes destruction. On the other
side of the ship one boat is lowered near
the water, the one immediately astern of
her, water-borne and full of passengers,
is let go to drift under the suspended
boat, while passengers are crushed to the
bottom of their boat—on it, at least, jump-
ing overboard to avoid injury. The last
passengers to leave the ship left in a
boat in which there was one seaman only,
no tiller and a plug which would not fit.

Case 3.—A dark night in the Gulf of
Martaban. A white man to be transhipped
from one steamer to another. The boat
gets safely away. But what is this? The
lascar at the stroke oar is sitting oar in
hand ready to pull but facing the bow
instead of the stern. This seems almost
incredible, but it is the naked truth.
Turned round into proper position he
proves utterly incapable of rowing. The
white man passenger takes his place.

But why labour the question? With
those who know the truth it is notorious
that this sort of thing goes on with ap-
alling frequency when inadequately
trained men are employed as seamen.

THE OFFICERS. Those trained
as cadets in the *Warrior* and *Con-
queror* are excellent seamen and smart
enough in handling boats in a tide-way.
But lack of practice must tell, even with
these, when they are called away to com-
mand incompetent crews on the compar-
atively rare occasions when they are want-
ed. Those not passing through training-
ships must pick up the art how best they
can. Boating in high seas or strongly-
running tide can never be made any-
thing but risky, but training and constant
practice can reduce the risk to a mini-
mum. It can be seen by any one
watching the handling of boats on board
any ship of the Royal Navy, where train-
ing is thorough and practice of daily and
hourly occurrence. It could be seen in
its highest phase of skill undertaken by
lascar crews commanded by white officers
on board the pilot brigs cruising 40 to 50
miles from the mouth of the River Hwang.
Here there is no protection from the
fierce south-west monsoon, which drives
up the Bay of Bengal from March to
October. Yet the writer believes there
is no record of a boat lost or badly dam-
aged while being got in or out from amid-
ships of the 350-ton brigs. This is no
light task with a two-and-a-half ton boat
pulling eight to ten oars, and a big roll-
ing sometimes rail and rail nearly under
ship, or smashed up and swamped along-
side rolling craft, but never in the get-
ting in or out or through bad handling.
And why? Because the lascars crews
were trained by constant practice to be
the smartest of sailors and boatmen.
They had implicit faith in their white
officers, trained with them from boyhood,
and speaking their language fluently.
Never did these brave men (*pace* the Na-
tional Sailors' and Firemen's Union and
their resolution passed with such indecent
 haste the day after the *Oceanic* wreck)
hang back, even on the darkest, stormiest
night, when boating was a peril; so long
as the "arroti sahib" was willing to

**WM. POWELL,
LTD.**

Gentlemen's Outfitters.

**SAXONE
BOOTS and SHOES.**

REALLY FIRST CLASS FOOTWEAR.
(EVERY PAIR GUARANTEED)

BOOTS \$11 SHOES \$10

Wm. Powell, Ltd.,

SOLE AGENTS.

SAXONE SHOE CO. LTD.

[636]

BOVRIL



**For Health
and Beauty**

The Drink for Men

—and women and children, bless
them. Innocent without maw-
kishness, Montserrat Lime
Juice is the pure pro-
duct of the cultivated
lime.



venture his safety to board a waiting
vessel, so long would they, without a
murmur, man the boat.

NEED OF TRAINING AND PRACTICE.
Training and practice are needed
throughout the Mercantile Marine. Re-
member our numberless dead, whose
bones whiten the floors of all our seas.
Let us without delay honour their
memory by doing our duty by the living.
Sailors trained to every art of seamanship
we cannot expect to get as in the
past, but a system of training at home
and abroad can surely be evolved, where-
by those manning our ships can be at
least taught the elementary duties of a
sailor. Perhaps depots could be estab-
lished at all great ports, through which
seamen could be passed after a short
training, or legislation be passed making
it compulsory for all ships to practise
their crews regularly in boat drill, actu-
ally placing the boats in the water and
rowing them about—such practice to be
entered in the official log. There would
be murmuring by reason of delay, etc.,
but the price is worth paying, and public
opinion is in the mood now to give short
shrill to any one blocking reform.
Support, too, should be more liberally
given to the training-ships for boys, some
of which are now barely able to keep
going owing to lack of funds. The sea
division of the Boy Scouts should be en-
couraged by every possible means, well-
equipped boats being provided for them
wherever they have a company.

By our sea power we exist is a truism
which is ever being rammed home. Let
us see to it that we slip not back from
our place of place at the top of the na-
tions by reason of care neglect of the
training of our merchant sailors.—*The
Times*.

HUMAN MORPHOLOGY.

NEW SCIENTIFIC THEORY.

The Paris correspondent of the *Pall
Mall Gazette* writes:—

Human morphology is the new science.
Its advocates believe that it is destined
to revolutionise medicine. Each man is
judged after his type. Of what type is
he: cerebral, muscular, respiratory, or
digestive? For humanity is to be di-
vided into these categories, and individual
development must follow along these lines
if it is to be successful.

Richelieu was cerebral; so is Edison.
To the same family belong Henri III.
and Lamennais. They find their energy
in visual and sonorous excitements. They
are indifferent to the joys that stimulate
the digestive. They like neither move-
ment nor the table nor adventure.

Napoleon is of the illustrious company
of the muscular, amongst whom are
grouped Alexander and Caesar. Napo-
leon found his health and happiness in
great exertions; it was in movement that
he maintained his elasticity. His system
was undermined by the inactivity of
Elba and completely broken down by the
"barbarous immobility" inflicted on him
by the Governor of St. Helena.

The respiratory person gets his suste-
nance from the air, whilst the digestive
finds it in solid food. To the former
belonged Condé, Don Quixote, Fénélon,
and Lafayette; to the latter, Sancho
Panza, Louis XVIII., Rossini, and
Théophile Gautier.

AN APOLOGY

is not required by us when we offer you

**ALEXANDER'S
LEMON SQUASH.**

as the Finest Sweetened Lemon Squash. This Lemon Squash is made
from Fresh Australian Lemons. Warranted no added acid with full
flavour of the peel. It is an excellent Summer drink. One or two
Tablespoonfuls with Cold Water or Aerated Water forms a delicious
and Refreshing Beverage.

Prepared by

J. W. ALEXANDRA, Melbourne.

GARNER, QUELCH & Co.,

TELEPHONE 636.

SOLE AGENTS.

[128]

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

**SHACKELL EDWARDS
& CO., LTD.**

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
[993]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at consignees' risk and expense into the hazar-
dous and/or extra-hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 29th June, 1912.

[863]

FROM EUROPE.

THE H.A.L. Steamship

"SILESIA,"
Captain Ernst, having arrived, Consignees
of Cargo are hereby informed that their
goods are being landed and placed at their risk in
the hazardous and/or extra-hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Company, Limited, whence delivery may be obtained
against Bills of Lading countersigned by the
Undersigned.

Optional Cargo will be carried on unless
notice to the contrary be given TO-DAY.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th inst. will be subject
to rent.

All broken, chafed, and damaged Goods must
be left in the Godowns, where they will be
examined on the 5th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in
any case whatever.
This Steamer brings on Cargo:
Ex s.s. "Dag" from Stettin.
Ex s.s. "Gothenburg" from Gothenburg.
Ex s.s. "Kong Ring" from Skien.
Ex s.s. "Ludwig" from Norrkoping.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 1st July, 1912.

[874]

NOTICES TO CONSIGNEES

S.S. "MALTA"

CONSIGNEES holding Bills of Lading for
Cargo by this Vessel are hereby informed
that their Cargo will arrive by S.S. "PERA,"
due at Hongkong about 2nd July, and they are
requested to kindly present the Bills of Lading
at this Office before the arrival of the Steamer,
so that arrangements can be made regarding
delivery.

H. W. D. SHALLARD,
Acting Superintendent,
PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.
Hongkong, 21st June, 1912.

[841]

FROM EUROPE.

THE H.A.L. Steamship

"FUERST BUELOW,"
Captain Jäger, having arrived, Consignees of
Cargo are hereby informed that their goods are
being landed and placed at their risk in the
hazardous and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., whence delivery may be obtained
against Bills of Lading countersigned by the
Undersigned.

Optional Cargo will be carried on unless notice
to the contrary be given TO-DAY.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th inst. will be subject
to rent.

All broken, chafed, and damaged goods must
be left in the Godowns, where they will be
examined on the 5th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in
any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Dag" from Stettin.
Ex s.s. "Gothenburg" from Gothenburg.
Ex s.s. "Kong Ring" from Skien.
Ex s.s. "Ludwig" from Norrkoping.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 1st July, 1912.

[875]

S.S. "POLYNESIEN"

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Crimée," from Bordeaux ex
"Ville de Dunkerque," in connection with
above Steamer are hereby informed that their
goods with the exception of Opium, Treasure
and Valuables are being landed and stored at
their risks into the hazardous and/or extra
hazardous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at Kowloon,
whence delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON TO-DAY requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining undelivered after
the 8th instant at Noon will be subject to rent
and landing charges.

All claims must be sent in to me on or before
the 10th instant or they will not be recognized.

All damaged packages will be examined on
the 8th instant at 3 P.M.
No Fire Insurance has been effected.

P. THOMAS,
Agent.
Hongkong, 1st July, 1912.

[2]

**SELF CURE NO FICTION! NO
SUFFERING IN NOW DEERLY
THE NEW FEA-MON REMEDY
THERAPION No.1**
Cures all kinds of skin diseases, such as
eczema, scabies, etc., in a few days only.
Cures all kinds of internal diseases, such as
dyspepsia, indigestion, etc., in a few days only.
THERAPION No.2
Cures all kinds of blood diseases, such as
leucemia, etc., in a few days only.
THERAPION No.3
Cures all kinds of nervous diseases, such as
neuritis, etc., in a few days only.
Cures all kinds of general diseases, such as
fever, etc., in a few days only.
Cures all kinds of chronic diseases, such as
tuberculosis, etc., in a few days only.
Cures all kinds of acute diseases, such as
influenza, etc., in a few days only.
Cures all kinds of diseases, such as
cancer, etc., in a few days only.
Cures all kinds of diseases, such as
syphilis, etc., in a few days only.
Cures all kinds of diseases, such as
gonorrhea, etc., in a few days only.
Cures all kinds of diseases, such as
chlamydia, etc., in a few days only.
Cures all kinds of diseases, such as
trichomonas, etc., in a few days only.
Cures all kinds of diseases, such as
candida, etc., in a few days only.
Cures all kinds of diseases, such as
cryptosporidium, etc., in a few days only.
Cures all kinds of diseases, such as
microsporidium, etc., in a few days only.
Cures all kinds of diseases, such as
toxoplasma, etc., in a few days only.
Cures all kinds of diseases, such as
trypanosoma, etc., in a few days only.
Cures all kinds of diseases, such as
malaria, etc., in a few days only.
Cures all kinds of diseases, such as
dysentery, etc., in a few days only.
Cures all kinds of diseases, such as
amoebiasis, etc., in a few days only.
Cures all kinds of diseases, such as
balantidiasis, etc., in a few days only.
Cures all kinds of diseases, such as
ascariasis, etc., in a few days only.
Cures all kinds of diseases, such as
hookworm, etc., in a few days only.
Cures all kinds of diseases, such as
trichinella, etc., in a few days only.
Cures all kinds of diseases, such as
toxocara, etc., in a few days only.
Cures all kinds of diseases, such as
strongyloides, etc., in a few days only.
Cures all kinds of diseases, such as
ascaris, etc., in a few days only.
Cures all kinds of diseases, such as
trichuris, etc., in a few days only.
Cures all kinds of diseases, such as
oxyuriasis, etc., in a few days only.
Cures all kinds of diseases, such as
enterobiasis, etc., in a few days only.
Cures all kinds of diseases, such as
pinworm, etc., in a few days only.
Cures all kinds of diseases, such as
thrush, etc., in a few days only.
Cures all kinds of diseases, such as
candidiasis, etc., in a few days only.
Cures all kinds of diseases, such as
actinomyces, etc., in a few days only.
Cures all kinds of diseases, such as
nocardia, etc., in a few days only.
Cures all kinds of diseases, such as
coccidiosis, etc., in a few days only.
Cures all kinds of diseases, such as
cryptosporidiosis, etc., in a few days only.
Cures all kinds of diseases, such as
microsporidiosis, etc., in a few days only.
Cures all kinds of diseases, such as
toxoplasmosis, etc., in a few days only.
Cures all kinds of diseases, such as
trypanosomiasis, etc., in a few days only.
Cures all kinds of diseases, such as
malaria, etc., in a few days only.
Cures all kinds of diseases, such as
dysentery, etc., in a few days only.
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oxyuriasis, etc., in a few days only.
Cures all kinds of diseases, such as
enterobiasis, etc., in a few days only.
Cures all kinds of diseases, such as
pinworm, etc., in a few days only.

GOING HOME.

A HOLIDAY AT HOME. AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is 245. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
CHINA	10,200	TUESDAY	5th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.
KORSA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA.

FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780. KING'S BUILDING, PRINCE OF WALES STREET.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIG" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: FROM COLOMBO:

S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[4243-44]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

WEDNESDAY, 3rd JULY, 1912.

8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."

8 a.m. "HONAM."
5 p.m. "FATSHAN."

THURSDAY, 4th JULY, 1912.

8 a.m. "HONAM."
10 p.m. "FATSHAN."

8 a.m. "HEUNGSHAN."
5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY 7th JULY.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 4 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOK-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

TO SHANGHAI.

S.S. "KOEBER," 9900 tons, will leave above on 5th July. Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VOERWAERTS," 12,900 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 1st July.

These Steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—

SANDER, WIELER & Co., Agents,

Hongkong, 1st July, 1912.

Princes' Building.

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SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILINGS
SHANGHAI, YOKOHAMA, KOBE and MOJI ...	"YEDDO"	7,200	On 29th July.

For Freight and Further Particulars apply to—

Telephone No. 171.

ARTHUR NILSSON & CO.

YORK BUILDINGS, TOP FLOOR.

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHITO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver.

WITHOUT CHANGE.

Through Standard Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers, and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS...	SHANGHAI	First half of July.	JAVA	First half of July.
TJILATJAP.	—	—	JAVA	First half of July.
TJIMANOEK	JAVA	First half of July.	JAPAN	First half of July.
TJILIWONG	JAPAN	First half of July.	JAVA	First half of July.
TJIMAH	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIKINI	JAVA	Second half of July.	JAPAN	Second half of July.
TJIPANAS...	JAVA	First half of August.	SHANGHAI	First half of August.
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

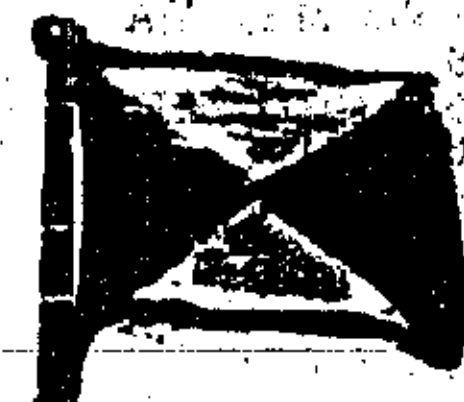
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 27th June, 1912.

Telephone No. 375.

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PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	M. C. Smith ...	Manila, Mangarin, Iloilo and Cebu	On 10th July, 4 P.M.
RUBI ...	4000	S. A. Crosby ...	Manila, Mangarin, Iloilo and Cebu	On 20th July, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 1st July, 1912. PHILIPPINES S.S. Co. [13]

NORDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"P. E. FRIEDRICH," Capt. E. Matchow.	16,000	{ Wednesday, 10th July, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	"PRINCESS ALICE," Capt. P. Grosch.	20,300	{ About Wed'day, 10th July.
MANILA, YAP, MARONN, SAMAR, RAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ WALDEMAR," Capt. H. Bremer.	6,100	{ Saturday, 13th July, at 9 A.M.
KOBE and YOKOHAMA ...	"COBLENZ," Capt. L. Klugkist.	6,750	{ About Tuesday, 23rd July.
KUDAT and SANDAKAN ...	"BORNEO," Capt. F. Sembl.	5,000	{ Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Telefunken.

For Further Particulars, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 28th June, 1912

THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED AND CASHED.
FOREIGN MONIES exchanged.
229] CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH	AMERICAN
Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lamb, C.L., Shanghai.	Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray R.N., Yang-tze.
Andromeda, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 i.h.p., Captain E. La T. Leatham Shanghai.	Officer, torpedo-boat destroyer, 355 tons, 6 guns, 6,300 i.h.p., Comdr. Seymour, Hongkong.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.	Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell Weihaiwei.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. B. E. Pritchard Kiangling.	Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow.	Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400 f.d., Commr. Hugh P. F. Williams Han-ow.	Robin, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Allen-Dixon, West-River.
Cambrian, 2nd class cruiser, 4,350 tons, 10 guns i.h.p. 7,000, Capt. J. E. Drummond, Hongkong.	Rosario, depot ship, for Submarines, 930 tons i.h.p. 1,400, Lt.-Commr. N. E. Archdale Hongkong.
Chernub, water tank and tug, 390 tons, i.h.p. 340 Master W. Smith, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutson, Hongkong.
Clive, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. E. Yeale, Canton.	Sable, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Manrobb B. Leslie, Yangtze.
Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 i.h.p., Lt.-Comdr. H. S. Monroe, Hongkong.	Taku, torpedo boat destroyer, 355 tons, i.h.p. 6,000, Lt.-Commr. Brickenden, Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns 4,000 h.p., Lieut.-Comdr. E. Bodiam Weihaiwei, West River.	Tamar, receiving ship, 4,650 tons, 6 guns Commodore Eyles, Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Maxwell, Swatow.	Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chung-king.
Keat, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. R. N. Cottrell-Dormer, Hankow.
Kinsha, river gunboat, 615 tons, i.h.p. 1,200 Lt.-Comdr. H. Marryatt, Hankow.	Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. W. Binnet, Hongkong.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p. Capt. F. C. C. Pasco, Surveying Duties.	Vivago, torpedo-boat destroyer, 39 tons, 6 guns 6,300 i.h.p., Lieut.-Comdr. Harold D. Adair-Hall, Hongkong.
Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Wintles, K.C.B. C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000 Capt. G. C. Cayley, Hongkong.	Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. F. A. Reynolds Hongkong.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.	Welton, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. B. T. E. Chambers, Hongkong.
Moorhen, river gunboat, 180 tons, 2 guns i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.	Whiting, torpedo-boat destroyer, 355 tons, 6 guns, 5,500 h.p., Lieut.-Comdr. G. E. Hartford, Hongkong.
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 F.D., Captain George P. E. Hunt, D.S.O., Shanghai.	Widgeon, gunboat 155 tons, 2 guns, 800 h.p., Comdr. M. H. Whilding, Kiangling.
	Woodcock, gunboat, 150 tons, 2 guns, 530 h.p., Lieut.-Comdr. M. B. B. Blackwood, Yang-tze.
	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Hankow.
	Submarines—
	No. 36, Godfrey Herbert, Lieut.-Commr. No. 37, A. L. F. Fennar, Lieut.-Commr. No. 38, J. R. A. Codrington, Lt.-Commr. T.B. 035, Lt.-Com. Woodward, West River. T.B. 036, Lt.-Com. Murphy, West River. T.B. 037, Lt.-Com. Nisoll, West River. T.B. 038, Lt.-Com. Seymour, West River.

SHIPPING

ARRIVALS.

ARAX, British str., 4,477, J. N. Williams, 2nd July—Fochow 30th June, General—Butterfield & Swire.
 ARI MARU, Japanese str., 3,990, B. Kon, 2nd July—London 26th June, General—Nippon Yusen Kaisha.
 ANDAN MARU, Japanese str., 3,709, J. Onizaki, 1st July—Mitsui 24th June, Coal—Mitsui Bussan Kaisha.
 BADENIA, German str., 6,929, H. Bekhorn, 1st July—Shanghai 28th June—Hamburg—America Linie.
 CHIOYANG, British str., 1,424, M. Courtney, 2nd July—Shanghai 28th June, General—Jardine, Matheson & Co.
 FRI, Norwegian str., 360, C. Wagle, 2nd July—Chiofoo 26th June, General—Angard, Thorsen & Co.
 HAYMEN, British str., 615, A. H. Stewart, 2nd July—Swatow 1st July, General—Douglas, Laprak & Co.
 HONGKONG, French str., 739, F. Cornelissen, 1st July—Haiphong 26th June, General—A. R. Marty.
 KUMANO MARU, Japanese str., 3,117, Winckler, 2nd July—Nagasaki 28th July, General—Nippon Yusen Kaisha.
 KURSK, Russian str., 4,300, Padalka, 1st July—Shanghai, 28th June, General—Russian Volunteer Fleet.
 KUNCIOW, British str., 1,440, J. Martin, 1st July—Mauritius 5th June, Sugar—Man Fat & Co.
 KUTSANG, British str., 3,109, R. C. D. Bradley, 2nd July—Singapore 26th June, General—Jardine, Matheson & Co.
 LOONGSANG, British str., 1,215, G. L. L. Leask, 2nd July—Manila 29th June, General—Jardine, Matheson & Co.
 MICHAEL JESSEN, German str., 951, T. Petersen, 2nd July—Haiphong 28th June, General—Jessen & Co.
 PERA, British str., 4,910, S. Finch, 2nd July—London 26th May, General—P. & O. S. N. Co.
 SHINTU MARU, Japanese str., 3,250, K. Imami, 1st July—Mitsui 25th June, Coal—Ataka & Co.
 TAO SUI, Chinese str., 981, T. S. Har-kun, 1st July—Tientsin 29th June, Ballast—Mitsui Bussan Kaisha.
 YESAN MARU, Japanese str., 2,350, S. Horie, 2nd July—Mitsui 26th June, Coal—Mitsui Bussan Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

July 2nd.
 BADENIA, German str., for Hamburg.
 CHIOYANG, British str., for Canton.
 FRI, Norwegian str., for Canton.
 HIRANO MARU, Japanese str., for London.
 KAJIO MARU, Japanese str., for Swatow.
 LOCKSIN, German str., for Hongkong.
 PERA, British str., for Yokohama.
 SIGNAL, British str., for Hoihow.
 SIKANG, French str., for Hoihow.
 TIENTSIN, German str., for Bangkok.

DEPARTURES.

July 2nd.
 ARAX, British str., for Liverpool.
 ALTAL, Russian str., for Singapore.
 CHANGSHA, British str., for Sydney.
 CHINUA, British str., for Canton.
 FIRST BUELOW, German str., for Shanghai.
 HAICHING, British str., for Swatow.
 HUGHOW, British str., for Canton.
 JENSEN MARU, Japanese str., for S'pore.
 LARSEN, British str., for Saigon.
 LINAN, British str., for Shanghai.
 PERIA, Austrian str., for Shanghai.
 POLYNESIA, French str., for Shanghai.
 SAHAGI, French str., for Saigon.
 SANGKI MARU, Japanese str., for Seattle.
 SHERA, American str., for S. Francisco.
 SUEBIA, German str., for Yokohama.
 TAINING, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Loongsang* reports: Moderate monsoon and fine.
 The British str. *Chioyang* reports: Moderate S.W. monsoon and fine.
 The British str. *Kutang* reports: Moderate to fresh monsoon and clear weather.
 The Chinese str. *Tao Sui* reports: Strong monsoon North-East of Formosa, decreasing on the 30th, fine weather rest of voyage.

LATEST STEAMER MOVEMENTS.

The Swedish East Asiatic Co.'s str. *Yedda* left Port Said on the 29th June, and is expected to arrive here on or about the 29th July.
 The str. *Poleviera* left Singapore for this port on the 2nd July, p.m., and may be expected here on or about the 9th July.
 The H.A.L. str. *Atina* left Fochow on the 2nd July, a.m., and may be expected here on or about the 4th July, a.m.
 The P. & O. str. *Nore* is expected to arrive at Colombo on the 11th July, at 6 a.m.

FOR YOKOHAMA, KOBE AND MOJI.

THE Steamship

"TORILLA."
 Captain C. J. Swanson, R.N.R., will be despatched for the above Ports TO-DAY, the 3rd inst., at Noon.
 The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days).
 Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 2nd July, 1912. [856]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier		3. From Blake Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.	
LONDON, ROTTERDAM & ANTWERP...	GLENESK...	Brit. str.	—	E. E. Williams...	SHEWAN, TOMES & Co. ...	To-day.	
LONDON, VIA USUAL PORTS OF CALL...	ASSAYE...	Brit. str.	—	G. W. Cookman, R.N.R. ...	P. & O. S. N. Co. ...	On 6th inst., at Noon.	
LONDON & ANTWERP VIA SINGAPORE, &c. ...	SIMLA...	Brit. str.	—	C. D. Goldsmith, R.N.R. ...	P. & O. S. N. Co. ...	About 10th inst.	
ROTTERDAM, HAMBURG & ANTWERP, &c. ...	MONMOUTHSHIRE...	Brit. str.	—	J. B. Matheson & Co., Ltd. ...	J. B. MATHESON & CO., LTD. ...	About 11th inst.	
HAYRE, BREMEN & HAMBURG, &c. ...	BRASILIA...	Ger. str.	k. w.	Deinat...	HAMBURG-AMERICA LINE...	On 15th inst.	
MARSEILLES, HAYRE & HAMBURG, &c. ...	SAMPIA...	Ger. str.	k. w.	Buch...	HAMBURG-AMERICA LINE...	On 24th inst.	
MARSEILLES, HAYRE & HAMBURG, &c. ...	SEGOVIA...	Ger. str.	k. w.	E. Kawara...	HAMBURG-AMERICA LINE...	On 14th inst.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c. ...	TANGO MARU...	Jap. str.	k. w.	R. Shimizu...	NIPPON YUSEN KAISHA...	On 17th inst., at D'light.	
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN...	AYU MARU...	Jap. str.	—	—	HAMBURG-AMERICA LINE...	On 17th inst.	
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN...	TACOMA MARU...	Jap. str.	—	—	NIPPON YUSEN KAISHA...	On 14th inst., at 4 p.m.	
NAPLES, GENOA, ALGIERES, GIBRALTAR SOUTHAMPTON...	PANAMA MARU...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA...	On 15th inst., at 1 p.m.	
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL...	P. E. FREDERICH...	Ger. str.	—	E. Malchow...	MELORES & Co. ...	On 23rd inst., at Noon.	
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL...	MIDDLESEX CASTLE...	Brit. str.	—	—	DODWELL & Co., Ltd. ...	About 13th inst.	
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	INDRACHIRI...	Brit. str.	—	W. E. Kelway...	SHEWAN, TOMES & Co. ...	To-morrow.	
VANCOUVER VIA SHANGHAI, JAPAN, &c. ...	EMERALD...	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd. ...	About 30th inst.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c. ...	CHINA...	Am. str.	2 m.	W. Davison...	CANADIAN PACIFIC R. Co. ...	On 13th inst., at 6 p.m.	
SAN FRANCISCO VIA KEELUNG & JAPAN, &c. ...	CHICAGO...	Am. str.	—	—	CANADIAN PACIFIC R. Co. ...	On 3rd inst., at 1 p.m.	
AUSTRALIAN PORTS VIA MANILA...	CHICAGO MARU...	Jap. str.	—	W. W. Greeno...	PACIFIC MAIL S.S. Co. ...	On 5th inst., at 1 p.m.	
AUSTRALIAN PORTS VIA MANILA...	KUMANO MARU...	Jap. str.	—	M. Winckler...	PACIFIC MAIL S.S. Co. ...	On 23rd inst., at Noon.	
AUSTRALIAN PORTS VIA MANILA...	GUTHRIE...	Brit. str.	1 m.	H. Bremer...	NIPPON YUSEN KAISHA...	On 5th inst., at Noon.	
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN...	PRINZ WALDEMAR...	Ger. str.	—	—	BUTTERFIELD & SWIRE...	On 9th inst., at 4 p.m.	
YOKOHAMA, KOBE & MOJI...	ST. ALBANS...	Brit. str.	—	—	MELORES & Co. ...	On 13th inst., at 9 a.m.	
YOKOHAMA & KOBE VIA SHANGHAI...	KIYO MARU...	Jap. str.	—	C. J. Swanson, R.N.R. ...	GIBB, LIVINGSTON & Co. ...	On 5th inst., at Noon.	
YOKOHAMA & KOBE VIA SHANGHAI...	YOKOHAMA...	Brit. str.	—	H. Chidley...	DAVID SASSOON & Co., Ltd. ...	To-day, at Noon.	
KOBE & YOKOHAMA...	FUTABA...	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd. ...	About 31st inst.	
KOBE & YOKOHAMA...	VORWARTS...	Ass. str.	—	B. Kon...	NIPPON YUSEN KAISHA...	On 9th inst.	
KOBE & YOKOHAMA...	AKI MARU...	Jap. str.	—	Tozawa...	NIPPON YUSEN KAISHA...	On 24th inst.	
KOBE & YOKOHAMA...	CEYLON MARU...	Jap. str.	—	L. Klugkist...	MELORES & Co. ...	About 23rd inst.	
KOBE & YOKOHAMA...	CORLENS...	Ger. str.	—	T. Sekine...	NIPPON YUSEN KAISHA...	To-morrow, at 11 a.m.	
NAGASAKI, KOBE & YOKOHAMA...	YAMATO MARU...	Jap. str.	—	Leo Roy...	JARDINE, MATHESON & Co., Ltd. ...	On 13th inst., at Noon.	
JAPAN...	YAMATO MARU...	Jap. str.	—	V. Liddell...	JARDINE, MATHESON & Co., Ltd. ...	To-morrow, at 4 p.m.	
TIENTSIN...	CHONGHONG...	Brit. str.	1 m.	Benson...	P. & O. S. N. Co. ...	To-morrow, at Noon.	
SHANGHAI...	CHONGHONG...	Brit. str.	—	Brady...	BUTTERFIELD & SWIRE...	On 5th inst., at Noon.	
SHANGHAI, KOBE & MOJI...	KUOYANG...	Brit. str.	—	M. Courtney...	SANDER, WILKES & Co. ...	On 5th inst.	
SHANGHAI...	KUOYANG...	Brit. str.	—	H. Nomura...	NIPPON YUSEN KAISHA...	On 5th inst.	
SHANGHAI, MOJI & KOBE...	KUOYANG...	Brit. str.	—	J. R. Harris...	BUTTERFIELD & SWIRE...	On 5th inst., at M'night.	
SHANGHAI...	KUOYANG...	Brit. str.	—	P. Gresh...	MELORES & Co. ...	About 10th inst.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA...	CHENAN...	Brit. str.	1 m.	C. C. Williams...	BUTTERFIELD & SWIRE...	On 11th inst., at 4 p.m.	
SHANGHAI...	CHENAN...	Brit. str.	—	Diedrichsen...	BUTTERFIELD & SWIRE...	On 13th inst., at M'night.	
SHANGHAI, KOBE & YOKOHAMA...	CHENAN...	Brit. str.	—	J. F. Scholte...	HAMBURG-AMERICA LINE...	On 18th inst.	
SHANGHAI, YOKOHAMA, KOBE & MOJI...	CHENAN...	Brit. str.	—	Leak...	ASTORIA-NISSON & Co. ...	On 29th inst.	
SHANGHAI...	CHENAN...	Brit. str.	—	G. Hooker...	JAVI-CHINA-JAPAN LINE...	Quick despatch.	
FOOCHOW VIA SWATOW & AMOY...	KUOYANG...	Brit. str.	—	J. W. Evans...	OSAKA SHOSHEN KAISHA...	To-day, at Noon.	
AMOI, TIENTSIN, WEIHAIWEI, CHEFOO & TIENTSIN...	KUOYANG...	Brit. str.	—	J. S. Roach...	OSAKA SHOSHEN KAISHA...	On 10th inst., at 10 a.m.	
TAMSIU VIA SWATOW & AMOY...	KUOYANG...	Brit. str.	—	A. E. Hodgins...	BUTTERFIELD & SWIRE...	To-morrow, at Daylight.	
SWATOW...	KUOYANG...	Brit. str.	—	W. C. Passmore...	OSAKA SHOSHEN KAISHA...	On 7th inst., at Noon.	
SWATOW, AMOY & FOOCHOW...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	To-day, at 11 a.m.	
SWATOW, AMOY & FOOCHOW...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 5th inst., at 11 a.m.	
SWATOW, AMOY & FOOCHOW...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 9th inst., at 11 a.m.	
MANILA, CEBU & ILOILO...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 12th inst., at 11 a.m.	
MANILA, MANGARIN, ILOILO & CEBU...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 6th inst., at 2 p.m.	
MANILA...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 9th inst., at 2 p.m.	
MANILA, MANGARIN, ILOILO & CEBU...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 10th inst., at 4 p.m.	
BATAVIA, CHERIBON, SAMARANG, &c. ...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 13th inst., at 2 p.m.	
BOMBAY VIA SINGAPORE & COLOMBO...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 20th inst., at 4 p.m.	
BOMBAY VIA SINGAPORE & PENANG...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	Quick despatch.	
SINGAPORE, PENANG & RANGOON...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 13th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 6th inst., at Noon.	
SINGAPORE, PENANG & CALCUTTA...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 12th inst., at 1 p.m.	
SINGAPORE, PENANG & CALCUTTA...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 13th inst.	
SANDAKAN...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	On 9th inst., at 4 p.m.	
KUDAT & SANDAKAN...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	Middle of July.	
KWANG CHOW WANG & HAIPHONG...	KUOYANG...	Brit. str.	—	W. C. Passmore...	DOUGLAS LAFRAIK & Co. ...	To-day, at 9 a.m.	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, KOBE & MOJI "KUTSANG" Thursday, 4th July, Noon.
 "CHOYANG" Friday, 5th July, Noon.
 "LOONGSANG" Saturday, 6th July, 2 p.m.
 "MAUSANG" Tuesday, 9th July, 4 p.m.
 "NAGASAKI" Friday, 13th July, Noon.
 "CHONGHONG" Saturday, 14th July, Noon.
 "YOKOHAMA" Saturday, 15th July, 2 p.m.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAGASAKI" and "FOOCHOW" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.
 Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Sukman, Jesselton and Labuan.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS. [15]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons, Captain H. Chidley, will be despatched for YOKOHAMA and KOBE on 5th July, at Noon, to be followed on 18th July by S.S. "FAZILKA," taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "MUTTRA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on 6th July, at Noon, followed by the S.S. "TINDA," taking Cargo and Passengers at Current Rates.
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., AGENTS.
 Telephone No. 215, Hongkong, 26th June, 1912. [297]

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR STRAITS DATE OF DEPARTURE

LONDON & ANTWERP "MONMOUTHSHIRE" About 11th July.
 LONDON, ROTTERDAM & ANTWERP "PEMBROKESHIRE" About 6th August.
 LONDON & ANTWERP "CARMARTHENSHIRE" About 4th Sept.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co., Ltd., AGENTS.
 Hongkong, 3rd July, 1912. [59]

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"EMPRESS OF JAPAN" Sat., 13th July.
 "MONTAGUE" Sat., 3rd Aug.
 "EMPRESS OF INDIA" Sat., 24th Aug.
 "EMPRESS OF JAPAN" Sat., 14th Sept.

FOR LIVERPOOL.

1912

"EMPRESS OF IRELAND" Fri., 9th Aug.
 "ALLAN LINE" Fri., 30th Aug.
 "EMPRESS OF BRITAIN" Fri., 20th Sept.
 "ALLAN LINE" Fri., 11th Oct.

Steamships leave HONGKONG at 6 p.m.

The direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
 Intermediate Steamship "Montague" £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS

By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. R. RAY, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.

MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & Co.) LIMITED.

THE Steamship

"GLENESK."
 Captain E. E. Williams, will be despatched for LONDON, ROTTERDAM AND ANTWERP TO-DAY, 3rd July.
 S.S. "GLENROY."
 Captain H. W. L. Holman, will be despatched for LONDON, LITH and ROTTERDAM on or about 10th August.
 For Freight or Passage, apply to
 SHEWAN, TOMES & Co., Agents.
 Hongkong, 1st July, 1912. [815]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DEVANHA."
 Captain W. R. Hickey, will leave for Shanghai TO-MORROW, the 4th inst., at 8 a.m.
 For Freight or Passage, apply to
 H. W. D. SHALLARD, Acting Superintendent.
 Hongkong, 2nd July, 1912. [1]

HONGKONG—BOSTON & NEW YORK

AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRAM

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hickey	8 A.M. 4th July	Freight and Passage.
LONDON VIA USUAL PORTS	ABSAZE Capt. G. W. Cookman, R.N.R.	Noon. 6th July	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA Capt. Goldsmith, R.N.R.	About 10th July	Freight and Passage.

For Further Particulars apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 3rd July, 1912.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOY, TSINGTAU, WEIHAWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 4th July, 11 light.
SHANGHAI	"CHINHUA"	On 4th July, 4 P.M.
SHANGHAI	"ANHUI"	On 6th July, 11 light.
MANILA, CEBU and LOILO	"TEAN"	On 9th July, 4 P.M.
SHANGHAI	"CHENAN"	On 11th July, 4 P.M.
SHANGHAI	"LINAN"	On 13th July, 11 light.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.P.—Passengers must embark before midnight on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGAPORE \$45. RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
HONGKONG, 3rd July, 1912.

BUTTERFIELD & SWIRE.

AGENTS (8-551)

HAMBURG-AMERIKA LINIE.

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. GOLDENFELS ... 18th July.	FOR MARSEILLES, HAVRE & HAMBURG: S.S. EGOVIA ... 14th July.
S.S. SURVIA ... 1st August.	FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. BRASILIA ... 15th July.
S.S. KURMARK ... 15th August.	FOR HAVRE, BREMEN & HAMBURG: S.S. SAMBIA ... 24th July.
S.S. O. T. D. AHLEBS ... 22nd August.	FOR MARSEILLES, HAVRE & HAMBURG: S.S. SILEZIA ... 7th August.
S.S. C. FERD. LAEISZ ... 12th Sept.	

For Further Particulars, apply to—
HONGKONG, 1st July, 1912.

HAMBURG-AMERIKA LINIE, Hongkong Office.

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THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS ...		On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"SAITAN" ...	Capt. J. S. Roach ...	FRIDAY, 5th July, at 11 A.M.
"RAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 9th July, at 11 A.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 12th July, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... WEDNESDAY, 3rd July, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).
During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to FOOCHOW.
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 3rd July, 1912.

77

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.
Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU" INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU ...	W. W. Greene ...	TUESDAY, 23rd July, NOON.
NIPPON MARU ...	A. G. Stevens ...	TUESDAY, 13th Aug., at Noon.
TENYO MARU ...	E. Bent ...	TUESDAY, 20th Aug., at Noon.
SHINYO MARU ...	H. S. Smith ...	TUESDAY, 10th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
KIYO MARU ...	17,500 ...	TUESDAY, 6th Aug., NOON.
BUYO MARU ...	10,500 ...	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000 ...	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. and TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 18th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. and TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. 110.00.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WEDNESDAY, 3rd July, at Noon.
TAMUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 7th July, at Noon.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 10th July, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

7773-7

S. HIROI, MANAGER.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG.

on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co's AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 17th July, at Daylight.
	KAMO MARU Capt. F. I. Sommer	9,000	WEDNESDAY, 31st July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
	SADO MARU Capt.	7,000	TUESDAY, 30th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielson	7,000	MONDAY, 8th July.
KOBE and YOKOHAMA	AKI MARU Capt. B. Kon	7,000	WEDNESDAY, 3rd July, at 5 P.M.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura	7,000	FRIDAY, 5th July.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	THURSDAY, 4th July, at 11 A.M.
KOBE	CEYLON MARU Capt. Tozawa	6,000	MONDAY, 8th July.

Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong:—

"TOTOMI MARU," 4,000 tons, Capt. Kawashima, Saturday, 13th July.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For further information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-656]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to COLOMBO	Connecting Steamer from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
ASSAYE	7500	MARMORA	10500	SUNDAY
DEVANHA	8000	MOLDAVIA	10000	Aug. 4
DELTA	8000	MALAJA	12500	Aug. 18
INDIA	8000	MONGOLIA	10000	Aug. 24
				Sept. 7
				Sept. 15
				Sept. 21
ARCADIA	7000	MEDINA	12500	FRIDAY
ASSAYE	7500	MALWA	11000	Sept. 28
DEVANHA	8000	MOULTAN	10000	Oct. 4
INDIA	8000	MACEDONIA	10000	Oct. 18
DELTA	8000	MOSEA	11000	Nov. 1
				Nov. 15
				Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.8 SINGLE £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
SIMLA	6000	July 10
NUBIA	6000	August 4
SARDINIA	7000	October 19

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd SALOON £38.10 SINGLE £57.4 RETURN.

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

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WHY WORK ONE HOUR

If the same work can be done
IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 28th June, 1912.

PLEASE SEND YOUR ORDERS

on **BISCUITS and COCOA**to Messrs. **P. W. GAEDKE LTD.,** Hamburg.

either directly or through your European friends.

P. W. GAEDKE, LTD., know the **FAR EAST**

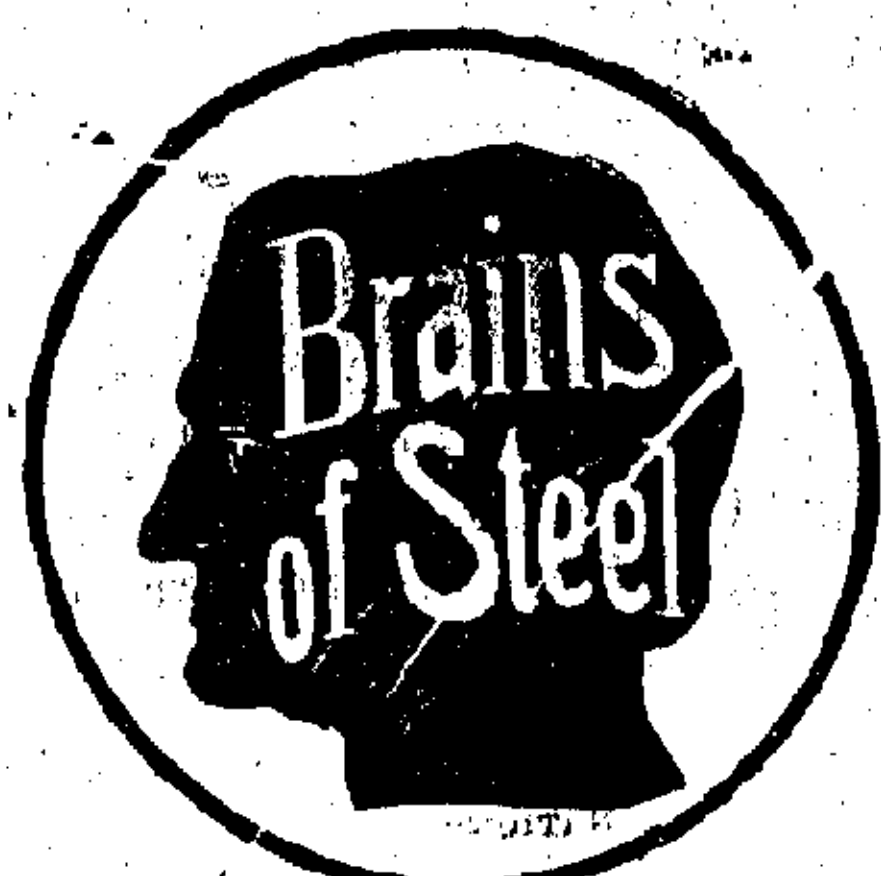
and you may rely on First Class Goods.

For Prices and information apply to

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 28th June, 1912.



OBTAINABLE FROM—

THE SINCERE CO., LTD.,

SUB-AGENT FOR HONGKONG.

Hongkong, 28th June, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the **SIBERIAN ROUTE to EUROPE.**
Letters for this route should be superscribed via **SIBERIA.**

The *Devanka*, with the English Mail, left Singapore on Saturday, the 29th ult., at 8 a.m., and may be expected here today, at 2 p.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 29th May, and for despatch overland on the 5th June.

The *Empress of Japan*, with the Canadian and Siberian Mails, is due to arrive here to-morrow, at 10 a.m.

The *Anhu*, with the Siberian Mail, is due to arrive here to-morrow.

FOR	DATE	TIME
Port Bayard, Haiphong and Pakhoi	Wednesday, 3rd	8.00 A.M.
Swatow	Wednesday, 3rd	10.00 A.M.
Swatow	Wednesday, 3rd	10.00 A.M.
Japan via Yokohama	Wednesday, 3rd	11.00 A.M.
Swatow, Amoy and Foochow	Wednesday, 3rd	11.00 A.M.
Hankow and Siam	Wednesday, 3rd	11.00 A.M.
Macao	Wednesday, 3rd	1.15 P.M.
Japan via Kobe	Wednesday, 3rd	4.00 P.M.
Swatow	Wednesday, 3rd	4.00 P.M.
Swatow	Wednesday, 3rd	5.00 P.M.
Amoy, Welhaiwei, Singapore, Chioo & Tientsin	Wednesday, 3rd	5.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Wednesday, 3rd	5.00 P.M.
Haiphong and Pakhoi	Thursday, 4th	9.00 A.M.
Shanghai, North China and Japan via Kobe	Thursday, 4th	11.00 A.M.
Macao	Thursday, 4th	1.15 P.M.
Batavia, Samarang, Sourabaya and Macassar	Thursday, 4th	3.00 P.M.
Shanghai and North China	Thursday, 4th	3.00 P.M.
Japan via Moji	Thursday, 4th	5.00 P.M.
Shanghai and North China	Friday, 5th	10.00 A.M.
Swatow, Amoy and Foochow	Friday, 5th	11.00 A.M.
Shanghai and North China	Friday, 5th	11.00 A.M.
Japan via Yokohama	Friday, 5th	11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Friday, 5th	11.00 A.M.
Macao	Friday, 5th	1.15 P.M.
Straits and Burma	Saturday, 6th	10.00 A.M.
Batavia, Samarang and Sourabaya	Saturday, 6th	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, SOYET and EUROPE via BRINDISI (Late Letters 11.00 to Noon. Extra Postage 10 cents.)	Saturday, 6th	10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)	Saturday, 6th	10.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 6th	10.00 A.M.
The Parcel mail will be closed on Friday, the 5th inst., at 5 P.M.	Saturday, 6th	10.00 A.M.
Straits, India via Calcutta	Saturday, 6th	Noon
Philippine Islands	Saturday, 6th	1.00 P.M.
Macao	Saturday, 6th	1.15 P.M.
Shanghai and North China	Saturday, 6th	5.00 P.M.
Swatow	Sunday, 7th	9.00 A.M.
Swatow, Amoy and Foochow	Sunday, 7th	10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Sunday, 7th	10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Sunday, 7th	10.00 A.M.
Philippine Islands	Sunday, 7th	10.00 A.M.
Sandakan	Sunday, 7th	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Sunday, 7th	10.00 A.M.
(Late Letters 11 to 11.30 A.M. Extra postage 10 cents.)	Sunday, 7th	10.00 A.M.
Philippine Islands	Sunday, 7th	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Sunday, 7th	10.00 A.M.
(Late Letters 11 to 11.30 A.M. Extra postage 10 cents.)	Sunday, 7th	10.00 A.M.
Philippine Islands	Sunday, 7th	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Sunday, 7th	10.00 A.M.
(Late Letters 11 to 11.30 A.M. Extra postage 10 cents.)	Sunday, 7th	10.00 A.M.
Philippine Islands	Sunday, 7th	10.00 A.M.

COMMERCIAL.

CLOSING QUOTATIONS.

July 2nd.

ON LONDON—	
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credite, at 4 months' sight	2 1/2
Documentary Bills 4 months' sight	2 1/2
ON PARIS—	
Bank Bills, on demand	253 1/2
Credite, at 4 months' sight	258
ON GERMANY—	
On demand	806
ON NEW YORK—	
Bank Bills, on demand	46 1/2
Credite, at 60 days' sight	49 1/2
ON BOMBAY—	
Telegraphic Transfer	149 1/2
Bank, on demand	150
ON CALCUTTA—	
Telegraphic Transfer	149 1/2
Bank, on demand	150
ON SHANGHAI—	
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA—	
On demand	93 1/2
ON MANILA—	
On demand	86
ON SINGAPORE—	
On demand	120 1/2
ON HONGKONG—	
On demand	120 1/2
ON HANKOW—	
On demand	120 1/2
ON SOERABAYA—	
On demand	120 1/2
ON BANGKOK—	
On demand	120 1/2
SOVEREIGNS, Bank's Buying Rate	49.90
GOLD LEAF, 100 fine, per tola	851.70
BAR SILVER, per oz.	28 1/2

SUBSIDIARY COINS.

	per cent
Chinese 20 cents piece	82 1/2 discount
Chinese 10 " "	83 1/2 " "
Hongkong 20 " "	77.20 " "
Hongkong 10 " "	78.40 " "

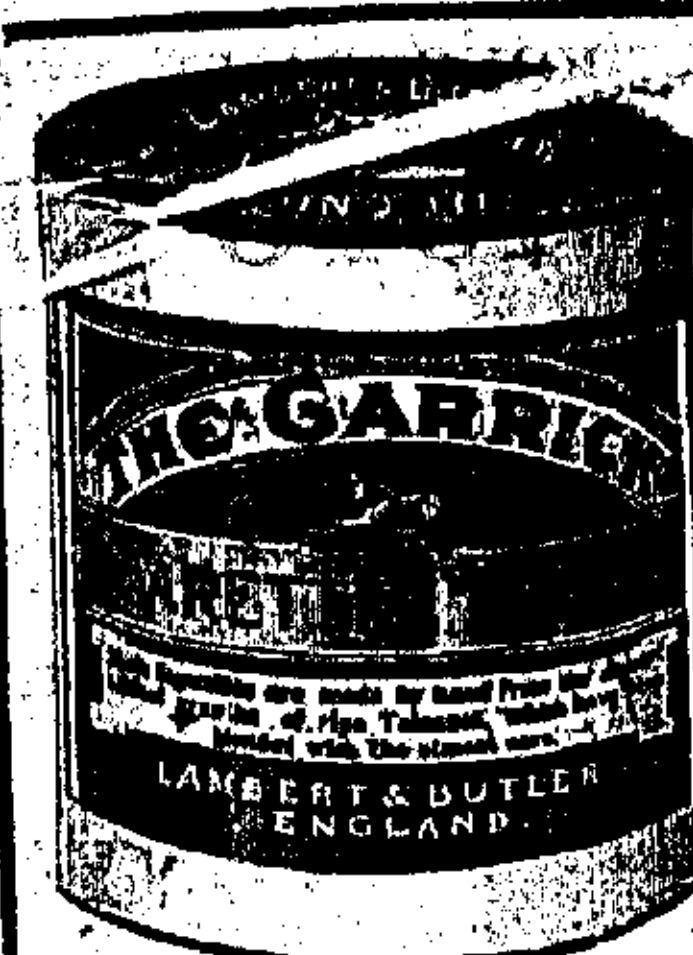
MAILS VIA SIBERIA.

London	Shanghai
Date	Date
June 12th	June 29th
June 13th	July 1st

SHARE LIST.—QUOTATIONS.

HONGKONG, 2ND JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	1827 1/2, sellers
China Bank Corporation, Limited	60,000	\$12	all	1/2, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$2.10
China Prudential Loan & Mortgage Co., Ltd.	50,000	\$10	all	\$8.10, sales
CORPORATIONS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 92
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCK AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$60, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$47, sellers
New Amoy Dock Co., Limited	10,000	\$60	all	\$61
Shanghai Dock and Engineering Co., Ltd.	53,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 92 1/2
Green Island Cement Co., Limited	400,000	\$10	all	\$43, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$113, buyers
Manila Metropolitan Hotel Limited	8,000	\$50	all	\$73, buyers
Hongkong Ice Company, Limited	15,000	P. 10	all	P. 8
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$212, sellers
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$19
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$225, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$132
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 130
Union Insurance Society, Limited	12,400	\$250	all	\$800
Yangtze Insurance Association, Limited	12,000	\$100	all	\$195, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 85
West Point Building Co., Limited	12,500	\$50	all	\$56, buyers
Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 65
MINES.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	36/
Tanah Mines, Limited	160,000	\$1	all	72/
Heavwood Tin and Rubber Estate, Ltd.	715,280	2/	all	4/6, sellers
Batu Aulau Gold Mining Co., Ltd.	200,000	\$1	all	\$31, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$1, buyers
Philippine Co., Limited	50,000	\$10	all	\$5, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$32, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$92
Donghai Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$68, L/don
Shell Transport & Trading Co., Limited	50,000 def.	\$1	all	buy, L/don
Star Ferry Company, Limited	2,500,000	\$10	all	108/
South China Morning Post, Limited	10,000	\$10	all	sal. x div.
Steam Laundry Company, Limited	6,000	\$25	all	\$23, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$53, sales
Wm. Powell, Limited	15,000	\$7	all	\$63, buyers
Watkins, Limited	10,000	\$10	all	\$34
A. S. Watson & Co., Limited	90,000	\$10	all	\$5
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12
Societe des Etablissements de Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300
TO-BUY.—				
Para Rubber in London				4/3 per lb. buyers
Loans	Amount	Value	Interest	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SYMTH, Share Brokers				
TO-DAY				
3.30 P.M.—Hongkong General Chamber of Commerce General Meeting in City Hall.				
FORTHCOMING EVENTS.				
Thursday, 4th July:—				
Declaration of Independence—U.S.A.				
H.E. the Governor, Sir Henry May, Lady May and family due to arrive.				
Reception to Sir Henry May in City Hall.				
Saturday, 6th July:—				
Princess Victoria's Birthday (1863).				



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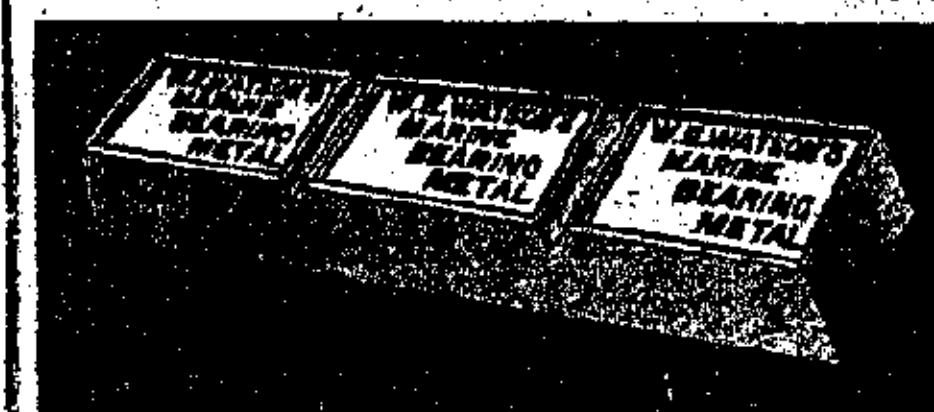
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